Maritime Heritage Minnesota

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Log Book 36 of the USS Essex

August 1, 1895 - January 31, 1896

The Day-to-Day Operations of Shipbuilder Donald McKay's Last Ship



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USS *Essex* Log Book 36

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried a six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 36 of the USS *Essex*: August 1, 1895-January 31, 1896

The National Archives houses USS *Essex* Log Book 36. Throughout Log Book 36, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with targeting hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 36, on August 1, 1895, the USS *Essex* was moored at Naval Station Newport in Rhode Island as part of the United States Training Squadron under the command of Louis Kingsley. Routine daily drills and activities were recorded in the log, primarily to train the apprentices on board. Instructions included Fire Quarters drill, seamanship, and gunnery. Ship's maintenance also took place including general cleaning, deck scrubbing, cleaning bags and hammocks, and over-hauling boats.

Between August 1-3, USS *Essex* exchanged signals with USS *Constellation*, USS *Fern* and USS *Dolphin* left the harbor - although *Dolphin* returned - and *Essex* left the Station on August 3. The next day, the crew uncoupled the propellor and raised sail. While operating during the month, the log noted several several vessels including a bark, 7 steamers, 5 schooners, 2 barques, a German steamer, On August 30, a passing Danish barque dipped her colors - *Essex* answered by raising and dipping her colors - and the action was repeated the next day with a French barque.

On September 2, 1895, USS *Essex* dipped flags with the English ship *Turakina*, and the other ship signaled 'Report me all well on Sept. 2nd. Thank you'. On the same day, the low pressure gear rocking shaft fractured, crippling the ship's engines. The following day, *Essex's* boiler fires were let to die out and her propellor was uncoupled. Under sail, *Essex* passed many steamers heading into and out of the English Channel, she passed Eddystone Light, and took a pilot on board to anchor in Plymouth Harbor. On September 4, Essex received an officer attached to the Admiral commanding the English Coal Station and sent an office to the Station in return. The firm of Whilloughby & Son, Ltd., Engine & Ship Builders received the broken rocking shaft for repairs The busy harbor was described for the next 4 weeks, with the comings and goings of several ships: German ship *Wolf*, HMS *Cambridge*, German corvette SMS *Marie*, HMS *Grafton*, HBMS *Arthur*, English mail steamer *Atrato*, HMS *Dominion*, HMS *Hermion*, a Norwegian barque, a yacht flying an English Admiral's flag, an HBM ship, an English torpedo catcher, and an English gunboat. A few timed during September, several English brigs and torpedo boats conducted exercises in Plymouth Harbor. USS *Essex* got underway on September 28, passed Eddystone Lighthouse, uncoupled the propellor and proceeded under sail toward Lisbon, Portugal. During the last 2 days of the month, the Essex crew sighted a French barque, a schooner, a steamer, another sailing vessel, and a small fishing boat. The Essex whaleboat went to the French fishing boat and purchased fish, in the distance a steamer's white and red lights were spotted, and the ship raised $2.00 when the effects of deserter musician G. Mauricello were auctioned.

During the first part of October, USS *Essex* experienced rolling seas and swells on the way to Lisbon, using sails to assist in steadying the ship. Along the way, the crew spotted 3 schooners, 2 barques, 3 steamers, and a sailing vessel. Two instances of a crewman smuggling food to a 'bread and water prisoner' were recorded; those crewman were put into the brig - on bread and water. On October 18, the Cape Rosa Lighthouse was sighted, *Essex* exchanged colors with 2 Portuguese steam trawlers, and she entered the Tagus River to anchor. The next day, the ship headed up the river and sighted the USS *San Francisco*, the Flagship of the European Squadron, and asked permission to moor - visits were exchanged. Essex exchanged official visits from the Brazilian ironclad *24th of May* and the Portuguese Flagship *Don Fernando*. She half-masted her colors in memory of the father of the reigning King of Portugal. Between October 20-26, the Portuguese cruiser *Alphonso de Albuquerque* anchored, all the Portuguese warships were dressed with the national flag and fired 12-gun national salutes, *Essex* received a boarding visits from the *24th of May*, *Don Fernando*, the American Minister to Portugal, and her CO paid an official visit to the Portuguese Port Admiral. The Swedish man-of-war *Freja/Freyja* arrived and fired a 21-gun salute that

was answered by the Portuguese Flagship; visits between *Essex* and *Freyja* were exchanged. On October 27, Essex stood down the Tagus River and once outside the harbor, her propellor was uncoupled and she proceeded under sail. The last few days of October saw Essex traveling in rough seas with rain squalls until she anchored in Funchal, Madeira on October 31; she exchanged visits with French schoolship *Milpomene*, the Italian gunboat *Palemeiro*, the US Consul, and the Captain of the Port. Other ships noted during the month were an American steam yacht and French and English mail steamers.

USS *Essex* spent the first 6 days of November in Funchal, taking liberty and conducting arms drills. Several English steamers came into and left the port: *Arundel Castle*, *Wassau/Wazzau*, *Hawarden Castle*, and *Moore*, along with an unnamed German steamer. Before leaving port, *Essex* sent her dinghy to shore on a mail run and on November 6, she left the harbor and proceeded under sail once cleared. For the next 21 days, *Essex* experienced rough to heavy following and rolling seas for nearly the entire trip across the Atlantic Ocean. On November 14, the AM *Essex* crew sighted 'a comet with a tail about 3 degrees long, was seen directly under the North Star and about 8 or 10 degrees from it. Also, an 'especially well defined rainbow at 7am' was noted on November 26. On November 28, the ship anchored in Charlotte Amalia Harbor on St. Thomas in the Virgin Islands; an officer visited the US Consul. During the last 2 days of the month, the Consul visited *Essex*, the German gunboat SMS *Stein* anchored, the CO visited the island's Governor and the German ship, and those visits were reciprocated.

For the first 12 days of December, *Essex* and her crew conducted maintenance such as scraping down the topsides, tarring down gear, and painting the hull. A disciplinary warning to all the apprentices was given by the XO over the jeering of a petty officer and crewman Samual Wood was suspended from duty and was under investigation for 'gross property'. The busy port traffic was described, with the movements of 2 German and 2 Spanish steamers, a Danish and Norwegian brig, a Spanish steamer, and a German hermaphrodite brig noted; as well as the SMS *Stein*, German training ship SMS *Gneisenau*, English steamer *Mediana*, SMS *Stosch*, Italian steamer *Rio Janecio*, and the English steamer *Louisianian*. Also of note, on December 7, SMS *Gneisenau* parted her anchor and she went ashore on the western point of the harbor entrance; *Essex* sent an offer of assistance to the training ship, but it was denied with thanks. USS *Essex* cleared Charlotte Amalia Harbor on December 12 under steam, but stopped her engines and proceeded under sail. The next day, the log reported an instance of 'St. Elmo's Fire' at the main truck during heavy rain. For the remainder of December, *Essex* traveled through often heavy weather - mostly under sail - the ship rolled heavily through moderate gales and heavy squalls, rough broken seas, rocking and pitching heavily. One evening the ship laid to under the storm canvas. The ship passed 4 steamers, a schooner, a hermaphrodite brig, another sailing vessel, and a large floating spar. Colors were exchanged with a Norwegian barque. On the last day of December, the propellor was coupled and the ship continued under steam.

On January 1, 1896, the crew sighted Cape Henry and Cape Charles Lights, and the Cape Charles Lightship, stood up Chesapeake Bay, and anchored in the York River off

Gloucester Point across from Yorktown. On January 4, around 2:20 pm, Commander Louis Kingsley died in his cabin. The next day, Navy Tug *Wahneta* came alongside the ship with stored and an undertaker with the Commander's casket. All hands mustered and placed the remains of Commander Kingsley on board *Wahneta*; the tug transferred the body to the Norfolk Navy Yard. The crew half-masted the ensign and jack. On January 6, *Wahneta* returned the Commander and his effects to *Essex*; again, all hands received the body on board. With half-masted colors and pennant, the ship stood down the York River, through Chesapeake Bay to Annapolis. *Essex* was under command of Lt. Commander F.M. Wise. The next day, *Essex* moored to the Naval Academy Wharf and transferred Kingsley's body to the Navy Academy Chapel. On January 8, a large number of the ship's complement attended Kingsley's funeral, the ship flew half-masted colors, and 7 minute guns were fired by the station during the funeral. For the next 12 days, the *Essex* crew had target practice, gymnastic exercises, other training activities, and USS *Santee* exchanged signals with the ship. On January 21, Commander E.T. Strong reported on board *Essex* and took command and for the next 8 days, the crew and apprentices conducted target practice with boats, small arms, and gymnastics. On January 29, USS *Essex* cast off from the Naval Academy and steamed down the Severin River to the South Western Triangle Buoy for stationary and moving battery practice with different sized shells. The ship returned to the Naval Academy on January 31.

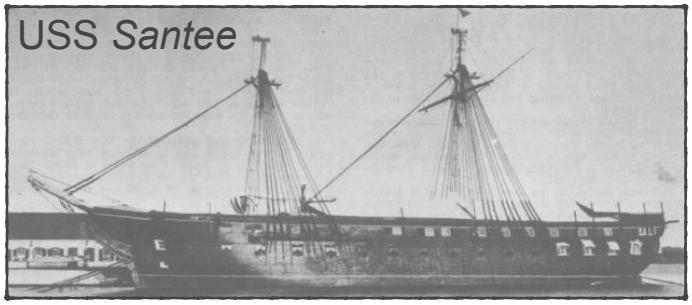
Tags:
sloop-of-war USS *Essex*, sloop-of-war USS *Constellation,* USS *Fern*, English ship *Turakina*, German ship SMS *Wolf*, HMS *Cambridge*, German corvette SMS *Marie*, HMS *Grafton*, HBMS *Arthur*, English mail steamer *Atrato*, HMS *Dominion*, HMS *Hermion*, Flagship of the European Squadron USS *San Francisco*, Portuguese cruiser *Alphonso de Albuquerque*, Brazilian ironclad *24th of May* and the Portugese Flagship *Don Fernando*, Swedish man-of-war *Freja/Freyja*, French schoolship *Milpomene*, Italian gunboat *Palemeiro*, English steamer *Arundel Castle*, English steamer *Wassau/Wazzau*, English steamer *Hawarden Castle*, English steamer *Moore*, German gunboat SMS *Stein,* German training ship SMS *Gneisenau*, English steamer *Mediana*, SMS *Stosch*, Italian steamer *Rio Janecio*, English steamer *Louisianian*, Norfolk Navy Yard tug *Wahneta*, USS *Santee*, United States Training Squadron, Norfolk Navy Yard, York River, Chesapeake Bay, Plymouth, England, Madeira, St. Thomas, Virgin Islands, apprentice training, ship drills, ship maintenance



USS *Essex*

SMS *Stosch*





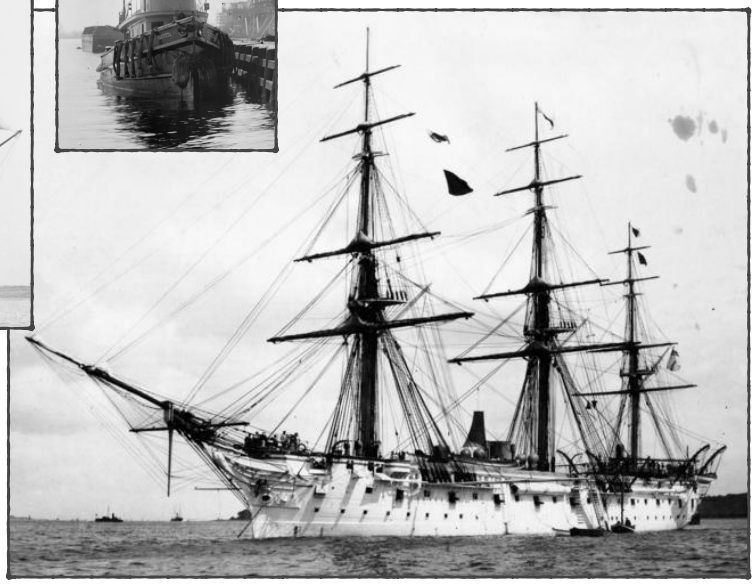
USS *Santee*

SMS *Gneisenau*





Navy Tug *Wahneta*



SMS *Stein*

LOG BOOK

OF THE

U. S. S Essex

Third Rate,

of Six Guns,

COMMANDED BY

Louis Kingsley, Commander, U. S. Navy,

Attached to Training Squadron,

Commencing August 1st, 1895,

at Newport R. I.,

and ending January 31st, 1896,

at Annapolis, Md.

BUREAU OF EQUIPMENT
NAVY DEPARTMENT.
1891.

LIST OF OFFICERS

Attached to and on board of the U. S. S. Essex 3rd Rate, commanded by Louis Kingsley, Commander Edward F. Sturg, Commander, U. S. N., during the period covered by this Log-Book, from August 1st, 1895, to January 31st, 1896.

NAME.	RANK.	NAME.	RANK.
Kingsley Louis	Commander		
Wise Frederick M	Lieut Commander		
Hubbard John	Lieutenant Navigator		
Jordon John H	Lieutenant		
Bubey John F	Lieutenant Jr Grade		
Whitney William B	Lieutenant Jr Grade		
Veasey Rolland D	Ensign		
McKenney Ryder	Ensign		
Robichaud Charles J	Chief Engineer		
Kenney Martin M	Assistant Paymaster		
Eitt Henry B	P A Surgeon		
Holdman William C	Paymasters Clerk		
Sturg Edward F	Commander		

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S. Essex
commanded by Louis Kingsbury Commander Edward D. Taussig, Commander, U. S. N., during the period covered by this
Log-Book, from August 12th, 1895, to January 31st, 1896.

NAME.	RANK.	TIME OF OCCURRENCE AND PARTICULARS.
Kingsbury Louis	Commander	Died On board ship January 4th, 1896.

Examined and found to be correct.

John S. Hubbard
Lieutenant U.S.N. Navigator.

4-205

COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board of the U. S. S at first commissioning

18 .

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
	SEAMAN BRANCH.	
1	Chief Master-at-Arms	1
	Master-at-Arms, first class	
	Master-at-Arms, second class	
3	Master-at-Arms, third class	
1	Chief Boatswain's Mate	
3	Boatswains' Mates, first class	3
4	Boatswains' Mates, second class	6
6	Coxswains	
1	Chief Gunner's Mate	
1	Gunners' Mates, first class	
1	Gunners' Mates, second class	
1	Gunners' Mates, third class	1
1	Chief Quartermaster	
1	Quartermasters, first class	
1	Quartermasters, second class	1
1	Quartermasters, third class	1
	Schoolmasters	
	Seamen Gunners	
6	Seamen	6
	Ordinary Seamen	
	Apprentices	
# 9	Landsmen	8
	ARTIFICER BRANCH.	
	Chief Carpenter's Mate	
	Carpenters' Mates, first class	
	Carpenters' Mates, second class	
1	Carpenters' Mates, third class	
1	Shipwrights	1
1	Blacksmiths	
	Plumbers and Fitters	
1	Sailmakers' Mates	
1	Painters	1
	ARTIFICER BRANCH—ENGINE ROOM FORCE.	
2	Machinists	
1	Boilermakers	
1	Coppersmiths	
	Blacksmiths	
	Water Tenders	
3	Oilers	
4	Firemen, first class	
	Firemen, second class	
4	Coal Passers	
	SPECIAL BRANCH.	
1	Apothecaries	1
3	Yeomen	2
+ 7	Writers, first class	
	Writers, second class	
* 14	Writers, third class	
	Buglers	
1	Baymen	

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
	MESSES BRANCH.	
1	Cabin Steward	1
1	Cabin Cook	1
1	Wardroom Steward	1
1	Wardroom Cook	1
	Steerage Steward	
	Steerage Cook	
	Warrant Officers' Steward	
	Warrant Officers' Cook	
6	Mess Attendants	6
# 2 1	Ship's Cooks 1st 2d 4th	1
	ADDITIONAL FOR FLAGSHIP.	
	Coxswain	
	Seamen	
	Apprentices	
	Bandmaster	
	First Musician	
	Musicians, first class	
	Musicians, second class	
	Printer	
	Writer, first class	
	Steward	
	Cook	
	Mess Attendants	
	TOTAL	

First-class Firemen,

Second-class Firemen,

Coal Heavers,

TOTAL,

ADDITIONAL FOR FLAGSHIP.

Master of the Band,

Chief Musician,

First-class Musicians,

Second-class Musicians,

Printer,

Steward to Commander-in-chief,

Cook to do.

Coxswain to do.

Seamen to do.

Ordinary Seamen to do.

Landsmen to do.

Complement increased by 1 Landsman by order of Bureau of Navigation Feb 3, 1894.

Complement increased by 1 Ord & 1 Boy 4th class by order of Bureau of Navigation Dec 13 1894

Complement changed the letters 3d & 4th by order of Bureau of Navigation, June 27th 1895.

Complement increased by 2 1st Cl Ord 4th class by Telegram to Commander, Naval Station Newport R.I. July 9 1894.

2 Apprentices received at Newport R.I.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N.
Navigator.

4-25

U. S. S Essex 3rd Rate

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COMPARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	Henry J. Green	3198	Forward Officers Mess	July 16th 1894	Standard Navy Yard Norfolk Va	0" 00'
ANEROID BAROMETER.	No Makers name given marked U.S.N.	5	Forward Officers Cabin Bulkhead	July 16th 1894	Standard Navy Yard New York	0" 03½' high
THERMOMETER, (Dry Bulb.)	Henry J. Green	6197	Forward Bulkhead of Officers Mess	Jan 5th 1893	Standard Boston Portugal	0° 02' low
THERMOMETER, (Wet Bulb.) (Psychrometer.)	Henry J. Green	6198	Forward Bulkhead of Officers Mess	Jan 5th 1893	Standard Boston Portugal	0° 03' low

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-265

ARMAMENT

Of the U. S. S Essex 3rd Rate

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE. POWDER.	CARTRIDGE. WEIGHT.	PROJECTILES. KIND.	PROJECTILES. WEIGHT.	CARRIAGES.	REMARKS.
43	42 Inch	III	Rapid fire	13 lbs	70 lbs	Con Shot	32 lbs	No 42 Marine	Carriage & Slide Stage
44	"	"	"	"	"	"	"	23 "	" " "
47	"	"	"	"	"	"	"	42 "	" " "
45	"	"	"	"	"	"	"	43 "	" " "
49	"	"	"	"	"	"	"	44 "	" " "
50	"	"	"	"	"	"	"	45 "	" " "

SECONDARY.

38	6	9 Pdr Cannon	Rapid fire	3 lbs	14 oz	Common Shot	6 lbs	No 94 Carg Stand	Rapid Slide Carriage	
39	"	"	"	"	"	"	"	" 95 "	"	
87	"	"	"	"	"	"	"	" 105 "	Waterbury	" "
88	"	"	"	"	"	"	"	" 106 "	"	" "
9	1	12 Pdr	"	"	10 lbs	6 oz	"	9 lbs	" 54 "	" "
54	"	"	"	"	"	"	"	"	" 55 "	" "

BOAT ARMAMENT.

Two 1 Pdr Carg Stands No 9 and 73 for boats

SMALL ARMS.

85 Hotchkiss Magazine Rifle Caliber 45
Rifle Caliber 32
65 Colt Revolving Rifle Caliber 38
30 Cutlasses

Examined and found to be correct.

John Guttard
Lieutenant U.S.N. Navigator.

4-95

TABLES of Deviation of the Standard Compass No. 1162 on board the U. S. S Fish

Date:	Oct 31, 1895.
Place of Observation:	At Sea
Latitude:	33° 38' N
Longitude:	16° 50' W
Observed Variation:	17° 41' W.

SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	1° 17' E					
N. by E.	2° 04' E					
N. N. E.	2° 10' E					
N. E. by N.	2° 33' E					
N. E.	2° 50' E					
N. E. by E.	2° 59' E					
E. N. E.	3° 10' E					
E. by N.	3° 38' E					
EAST.	2° 34' E					
E. by S.	2° 48" E					
E. S. E.	1° 18' E					
S. E. by E.	1° 07' E					
S. E.	0° 04' E					
S. E. by S.	0° 08' W					
S. S. E.	0° 01' E					
S. by E.	0° 22' W					
SOUTH.	0° 04' E					
S. by W.	0° 12' W					
S. S. W.	1° 26' W					
S. W. by S.	1° 29' W					
S. W.	1° 43' W					
S. W. by W.	1° 54' W					
W. S. W.	2° 19' W					
W. by S.	3° 32' W					
WEST.	1° 47' W					
W. by N.	1° 36' W					
W. N. W.	1° 28' W					
N. W. by W.	0° 30' W					
N. W.	0° 06' W					
N. W. by N.						
N. N. W.						
N. by W.	0° 15' E					

Examined and found to be correct.

John Hubbard
Navigator.
Lieutenant U.S.N.

4-205

LOG of the UNITED STATES Ship Essex Sloop Rate,

Moored to buoy in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				W by N	W by W	3			29.93	65	65	60		fe	Cu Cum	7	
2				West	West	2			29.91	64	64	60		"	"	9	
3				W by N	W by N	2			29.90	63	63	59		fe	Nim	10	
4				NW by W	W by W	2			29.89	62	62	58		fe	Cum	8	
5				West	West	2			29.90	61	60	57		"	"	9	
6				W by N	W by W	2			29.89	61	59	56		"	"	9	
7				West	West	2			29.90	62	60	57		"	Nim	10	
8				W by N	W by W	3			29.90	65	65	59		"	Cu Strat	9	
9				SW by S	West	3			29.92	68	67	61		fe	Cu Strat	6	
10				"	"	3			29.96	68	67	61		"	"	6	
11				SW by W	"	3/4			29.92	70	69	62		"	"	5	
Noon.				"	W SW	1			29.90	70	69	63		"	"	5	
					"	1-3											

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, tons, 1360 lbs.

Coal remaining on hand at Noon, 143 " 2047 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.									29.93								
1				SW by W	W SW	4			29.93	70	69	63		fe	Cum	4	
2				West	West	4			29.94	70	69	63		"	"	3	
3				"	"	4			29.94	71	70	63		"	"	4	
4				W NW	W NW	3			29.96	71	70	63		"	Cum	1	
5				W by N	W by W	2			29.99	70	70	65		"	"	2	
6				W N W	W by W	2			29.97	70	70	65		"	"	2	
7				"	West	2			30.00	70	70	65		"	"	2	
8				W by N	SW	2			29.99	69	69	64		"	"	1	
9				SW by S	West	2			29.99	67	68	64		"	"	3	
10				"	"	2			30.00	66	67	64		"	"	4	
11				SW	"	2			30.00	66	67	63		"	"	2	
Mid.				W by N	W by N				30.00	66	66	63		"	"	2	

under the command of Commander Louis Kingsley, U. S. Navy,

Thursday August 1st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and Under H. & M.
Clear and cool - gentle to light breeze from W. to N. Barometer falling slowly.

L. McC. Hamner
Ensign U.S.N.

From 4 to 8 A.M.
Weather clear light to gentle breeze from W. to N. to N.N.E. Barometer raising 29.730 made Dist. Log 6.0 which was answered by Constellation until 9 o'f. Crossed Topgallant and Royal Yards.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meridian.
Fair but hazy weather moderate to light W. & N.W. by breeze. At 9 & 5 had Quarters for muster and inspection. Stationed crew for bracing, furling & furling and making sail bracing up and setting courses. The Secretary of the Navy made his official visit to the station.

R.D. Tisdale
2d Ensign U.S.N.

From Meridian to 4 P.M.
Cloudy & pleasant. Moderate to gentle breeze from W. to W.S.W. hauling to W.N.W. Received from Training Station Detroit 1 Mate, 1 Apprentice 3d Class with bags, hammocks & bedding as follows: 1 Dyo, Crumpton, Wm. C., Schaffer, J. Chamberlain, R. Partridge, E. Hughes, J. Cabell, C. Hamilton, W. Matt. Received in Equipment Dept. 33 pr. Rubber boots. Sent Liberty party on shore. U.S.S. Lewis steamed out of Hunter at 3 1/2.

L. McC. Hamner
Ensign U.S.N.

From 4 to 8 P.M.
Cloudy, Light & Variable to S.W. by W. breeze at 7 P.M. hoisted pennant signal Ordering No. 6 to 68 Constellation answered. Yards at Sunset sent down Royal & Topgallant Yards.

R.D. Tisdale
2d Ensign U.S.N.

From 8 P.M. to Midnight.
Cloudy and cool - light breeze from west.

L. McC. Hamner
2d Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-205

LOG of the UNITED STATES Ship Essex Rate,

Moored to buoy in the Harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	States of the Sea.
A. M.																	
1				West	West	2			29.99	65	65	62		fc	Cum Nim	2	
2				"	"	2			29.98	65	65	62		"	"	4	
3				WbyS	"	2			29.97	65	65	62		"	"	3	
4				"	"	2			29.97	65	65	62		"	"	3	
5				"	SW	1			29.98	65	64	61		"	Cum Str	4	
6				WbyW	WbyW	2			29.99	65	65	62		"	"	1	
7				"	"	1-2			30.00	65	65	62		"	"	1	
8				"	"	2			30.01	65	65	62		"	"	2	
9				"	South	1			30.02	68	66	63		"	"	4	
10				South	"	1			30.03	70	70	65		fcm	Cu Cum	5	
11				SWbyS	SWbyS	1			30.02	71	71	66		"	"	6	
Noon.				"	SW	2			30.02	69	70	69		"	"	4	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 560 lbs.

Coal remaining on hand at Noon, 143 - 1487 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	States of the Sea.
P. M.																	
1				SW	SW	3			30.00	69	70	69		fcmu	Cum Nim	2	
2				"	"	3			29.99	69	70	68		"	"	4	
3				"	"	3			29.99	69	69	65		"	"	5	
4				SWbyS	"	2			29.99	69	68	64		femp	"	3	
5				"	"	2			29.99	69	68	64		"	"	3	
6				West	WbyS	2			30.01	70	69	66		fc	Cir Cum	4	
7				WbyS	SW	2			30.01	70	67	63		"	"	5	
8				WbyW	"	2-3			30.03	68	67	63		"	"	8	
9				SW	SWbyW	1-2			30.05	68	66	64		"	Cum	9	
10				"	SW	1			30.06	68	66	63		"	"	9	
11				SWbyS	"	1			30.06	68	65	63		"	"	Sunset	
Mid.				"	"	1			30.04	68	65	62		"	"		

under the command of Commander Louis Kingsley, , U. S. Navy,

Friday, August 2nd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant. Light breeze from W. Riding to wind.

J. J. Jordan
2nd Lieutenant U.S.M.C.

From 4 to 8 A.M. Cloudy and Cool. Light breeze from W.S.W. At 7.30 hoisted General Signals. Interrogative 6 & 69 "Condemnation" answered Yes. Crossed topgallant Royal Yards, bending the gear.

R. D. Tisdale
Asst. Surgn U.S.N.

From 8 A.M. to Meridian:- Cloudy hazy and cool light airs to light breeze from with changing to S.W. Received in Dept of Supplies and Accounts for the provisions as follows:- 87 lbs fresh bread, 108 3/4 lbs Corned Beef, 108 3/4 lbs Vegetables. Mustered at quarters at 9 A.M. Cleared Apprentices at making and taking in sail, furling topsails & furling. U.S.S. Dolphin steamed out of harbor at 10.20.

L. McNamee
Asst. Surgn U.S.N.

From Meridian to 4 P.M. Pleasant and hazy, passing rain showers last hour of watch. Gentle to moderate breeze from S.W. Riding to wind. Received Coal to the amount of 10000 lbs in Equipment Dept. Mustered Apprentices with same clothes for Marking Stores.

J. J. Jordan
2nd Lieutenant U.S.M.C.

From 4 to 8 P.M. Cloudy and hazy with passing showers at first part of watch. Light breeze from S.W. The U.S.S. Dolphin came in and anchored at 5.15.

L. McNamee
Asst. Surgn U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Light airs to light breeze from S.W. by W. to S.W. Barometer rising slowly. Riding to wind.

J. J. Jordan
2nd Lieutenant U.S.M.C.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to buoys in the Harbor of Newport R. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.				SW. W	West	1			30.07	67	65	63	Cmus		10	
1				"	"	1			30.06	67	64	62	Cumu	Cum	7	
2				SW x S	"	1			30.06	67	64	62	"	"	7	
3				"	"	1			30.08	64	64	62	"	"	8	
4				W SW.	"	0 1			30.09	64	65	63	Cu	Cir Str	7	
5				"	"	0 1			30.07	65	66	64	"	"	8	
6				W by N	"	0 1			30.10	65	66	64	"	"	8	
7				North	Variable	0 1			30.12	68	67	65	"	"	7	
8				Why S	West	2			30.13	69	69	67	"	"	8	
9				South	"	2			30.14	71	70	69	"	"	8	
10				WSW	WSW	2 3			30.14	70	70	69	Cu	"	10	
11				SSW.	SSW	3			30.15	73	73	69	"	"	10	
Noon.																

Course and distance made good since preceding noon by observations, [illegible] knots, tenths.

Position at Noon:
- Latitude by D. R. [illegible]
- Longitude by D. R. [illegible]
- Latitude by observations of ⊙ [illegible]
- Longitude by chronometer from Forenoon Observations of ⊙ [illegible]

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, [illegible] knots tenths per hour, setting to the [illegible].

Error of the Compass by Azimuth ⊙ observed at [illegible], ship's head [illegible] ° ′ East.
Deviation of the Compass by Azimuth ⊙ observed at [illegible], ship's head [illegible] ° ′ East. variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1000 "
Coal consumed during the preceding 24 hours, tons, 1600 lbs.
Coal remaining on hand at Noon, 142 " 2127 "

P. M.																
1				SW.	SWbS	3			30.14	73	73	69		6 3		15
2				"	"	3			30.13	73	73	70		"		15
3				SWbS	"	3			30.12	74	76	71		"		10
4				SW	SW	3			30.12	73	76	71		Cu		9
5				SWbS.	"	3			30.10	73	74	71		Cum		9
6				SW.	SSW	3			30.09	73	74	71		"		8
6½	Mackerel	Head	Newport		"	3			30.10	70	90	66		"		5
8	3	0	2.10	SSE	"	3			30.10	69	69	67	68	"		5
9	7	0	10.5	"	"	2			30.10	68	69	67	68	"		8
10	7	0	17.0	"	South	2			30.12	68	68	66	67	"		9
11	6	5	23.5	"	SbE	2			30.12	71	69	65	67	"		7
Mid.	6	5	30.0	"	"	2			30.12	71	69	65	67	"		5
	30	0														

4—255

under the command of Commander Louis Kingsbury, U. S. Navy,

Saturday, August 3rd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Midl. 4 AM Clear and cool, heavy dew. Light airs from West.

J. L. Loby
Lieutenant U.S.N.

From 4 to 8 AM Clear and pleasant calms & light airs from West. Carried out morning stores. Steady. Barometer.

L. M. Nance
Ensign U.S.N.

From 8 AM to Meridian Pleasant and hazy. Light to gentle breeze from W to S.W. Barometer rising. Slowly Riding to wind. At 9.20 mustered Officers & Crew. J. M. Dennis (Yeoman) (R.C.) absent without leave. Received on board from Crew 87 lbs fresh bread, 108 3/4 lbs Each fresh Meat and vegetables. At 12 noon Clear & Moderate. Secured fires in Boilers, as per S.C.

J. W. Jordan
Lieutenant U.S.N.

From Meridian to 4 PM Gentle breeze from S.W. by S. Clear and hazy. Made preparations for sea. Received on board for Crew, 87 lbs. bread, 108 3/4 lbs. Beef & 108 3/4 lbs. Vegetables.

J. L. Loby
Lieutenant U.S.N.

From 4 to 8 PM Pleasant and hazy. Gentle breeze from S.W. to S.S.W. Barometer Steady. Making preparations for getting underway. Rolled in steam launch. At 6.30 made signal "Yes" (#890) "Constellation" answered (904). At 6.35 cast off from buoy and stood out of Newport Harbor under steam. Commanding Officer coming on board. At 7.35 took departure from Brenton's Reef Light Ship close aboard on port side. Set course S.S.E. 1/4 E. (Pc.). Put over patent log reading 0. Set jib, spanker & main trysail. Average Revolutions 42, Average steam pressure 55 lbs. Draft of Ship 14'-5" forward 16'-6" aft.

J. W. Jordan
Lieutenant U.S.N.

From 8 PM to Midnight Clear at first cloudy at end. Light breeze from S.S.W. at first hauling to S. by E. last half. At 9.45 took in fore & aft sail. Steering Course S.S.E. 1/4 E.

J. L. Loby
Lieutenant U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.	30	0															
1	6	1	36.1	S.S.E 1/4 E	S by E	2			30.10	71	70	68		be	Cum	4	S
2	6	0	42.1	"	"	2			30.08	72	71	69		"	"	3	"
3	6	0	48.1	"	"	2			30.07	72	71	69		"	"	4	"
4	6	2	54.3	"	S.S.E	2			30.06	72	72	70		"	"	5	"
5	6	4	60.7	"	"	2			30.04	71	71	69	68	"	Cumulo	6	"
6	6	7	67.4	"	S.E by S	2			30.04	70	71	69	67	be	"	9	"
7	6	7	74.1	"	"	2			30.04	71	71	69	68	be	"	2	"
8	6	5	80.6	"	S.S.E.	2			30.04	74	72	70	68	"	"	2	"
9	3	4	83.7	N.E 1/4 N	"	2			30.06	72	72	70	67	"	"	4	"
10	1	5	87.1	N.E x E 1/2 E	"	2		1/4	30.04	74	74	72	71	be cu	"	4	"
11	1	8		E x N	South	2		1/4	30.04	74	74	72	71	"	"	3	"
Noon.	2	0		E x S	"	2		1/4	30.04	74	74	72	70		"	2	"

89.3 Distance by log departure

Course and distance made good since ~~preceding noon by observations~~, S.E by S 78.1 92 knots, tenths.

Position at Noon:	Latitude by D. R.	40 ° 11 ′ 40 ″ N
	Longitude by D. R.	70 ° 21 ′ 00 ″ W
	Latitude by observations of ☉	40 ° 26 ′ 40 ″ N
	Longitude by chronometer from Forenoon Observations of ☉	70 ° 22 ′ 00 ″ W
Position at 8 A. M.	Latitude by D. R. from Noon	40 ° 20 ′ " N.
	Longitude by observation ☉	70 ° 43 ′ " W.
Position at 8 P. M.	Latitude by D. R. from Noon	40 ° 25 ′ " N.
	Longitude by Chronometer from Afternoon observation ☉	70 ° 12 ′ " W.

Current during the time, ′ knots tenths per hour, setting to the Nor.

Error of the Compass by Azimuth ☉ observed at 7 A.M. ship's head S.S.E 1/4 E 8 ° 7 ′ East

Deviation of the Compass by Azimuth ☉ observed at 7 A.M. ship's head S.S.E 1/4 E 3 ° 27 ′ East variation used, 11° 34′ W

Error of the Compass by Azimuth ☉ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, 8 tons, 480 lbs.

Coal remaining on hand at Noon, 134 " 1647 "

P. M. 1805															
1	2	1	E x S	S.W.	2		1/2	30.04	72	72	71	71	be cu	Str Cumulo	1	S
2	1	5	"	S.W.	1	2	"	30.05	71	72	72	71	"	"	1	"
3	2	3	"	"	1	2	1/2	30.05	73	72	72	71	cu	"	0	"
4	1	5	"	"	1	2	1/2	30.01	73	73	71	70	"	"	0	"
5	1	2	"	"	1		1/2	30.00	73	73	71	70	"	"	0	"
6	1	0	East	"	1	0	1/2	30.00	73	73	72	70	ref	"	0	"
7	0	5	"	"	1	0		30.02	73	73	71	70	ref	"	2	"
8	0	5	ENE	South	1	0		30.01	72	72	71	70	ref	"	0	"
9	0	5	NE x E	"	1	0	1/2	30.00	72	72	71		ref	"	0	R
10	0	8	E by S	"	2	1	1/2	30.00	71	71	70		ref cu	Cumulus	0	"
11	1	8	"	S by W	2	1	1/2	29.99	72	70	69		cu	"	0	"
Mid.	2	8	"	"	2	1	1/2	29.99	70	70	69		cumul	"	0	"

4—265

under the command of Commander Royal B. Bradley, U. S. Navy,

Sunday, August 4th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 AM. Weather fair. Light breze from Sby E to S.S.E. Barometer falling. Ship under steam alone standing a course & average as per evolutions &c., steams pressure 55 lbs.

W.B.S. Whittlesey
1st Lieutenant U.S.M.

From 4 to 8 A.M. Cloudy but pleasant. Light S.S.E by breze. Under steam alone. Course S.S.E 1/4 E (p.c.). Sighted a barque & two steamers standing to E. and two schooners standing to S.W. Smooth sea. Average steam pressure 55 lbs. Average revolutions 42.6

R.R. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy hazy & pleasant. Light breze from E.S.E. Standing to South. Course first 6 bells under steam and course E by S till noon. At 9 A.M. sailed in company to noon. At 9.30 sailed in company to noon & made all plain sail & course & two cables to starboard. At 10 A.M. Rear Admiral Commanding Officer inspected the ship's crew and ship. Articles of war published. Court Martial orders read. Medical inspection. Good conduct badge No. 8622 was awarded to Jefferson Ellsworth (O.S.), by order of Secretary of Navy.

L.M. Nanny
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy, pleasant and hazy. Light to gentle breze from S.S.W to S.W. Barometer falling slowly. Under a course E.S.E. under plain sail to royals until 6 bells when took in royals & mainsail. At 1.05 by order Commanding Officer changed course to E.S.E. at 2.00 got a cast of lead in 36 fathoms when hove to. At 2.00 got another cast in 39 fathoms & then gave way.

J.V. Jerman
2d Lieutenant U.S.M.C.

From 4 to 8 P.M. Calm to light airs from S.W. at first then from South & S.S.W. Cloudy & foggy. Heading between E.S.E & N.E by E. under plain sail to royals until 6 bells when took in the light sails and the spanker & jib and stuck stick and mud hook & off mainsail. Course to be made E.S.E. Sounding in 39 fathoms sand & green mud. 6.7, 7.8 O'Clock

J.B. Luby,
2d Lieutenant U.S.M.

From 8 P.M. to Meridian. Weather overcast cloudy and foggy. Light passing showers about 9.30 clearing off after fog & drizzling rain at end of watch. Calm & light breze springing up at about 9.30 from South to S by W at 8.30 heard steam whistle on port beam & immediately drawing aft. Heard fog whistle and sighted a steamer on starboard bow standing to W. At 9.45 set mizzen topsail & stuck mainsail & came to the course E.S.E. Took sounding at 9.30 in 38 fathoms sand &c.

Examined and found to be correct.

W.B.S. Whittlesey
1st Lieutenant U.S.M.

John Hubbard
Lieutenant and Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
A. M.	15	9															
1	1	5		E.S.E	S.b.W	2		½	29.96	69	70	69	69	o c b	Cirro Cumu	0	
2	1	5		"	"	2		½	29.97	69	70	69	69	o o	"	0	"
3		5		"	S.S.W	2			29.96	69	70	69	69	"	"	1	"
4	2	0		"	S.W	2			29.96	69	70	69	69	"	"	2	"
5	2	5		"	W.S.W	2			29.97	69	69	68	69	"	"	0	"
6	3	0		"	W.b.S	2			29.97	70	70	69	69	o c p	"	0	"
7	2	0		"	West	2			29.98	70	70	69	68	o c f	"	0	"
8	1	5		"	W.b.N	2			29.99	71	70	69	69	"	"	0	"
9		0		"	"	1			30.01	71	70	69	65	"	"	0	"
10	1	2		"	West	1			30.02	71	71	69	65	"	"	0	"
11	1	8		"	"	2			30.02	70	70	69	66	"	"	0	"
Noon.	1	5		"	N.W.	2			30.04	69	70	69	66	"	"	0	"

36.9 Distance by log.

Course and distance made good since preceding noon by ~~observations~~ D.R. E.S.E½E. 37 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 16 'N. "
- Longitude by D. R. 69 ° 36 'W. "
- Latitude by observations of ⊙ No Observation — ° — ' "
- Longitude by chronometer from Forenoon Observations of ⊙ No Observation — ' "

Position at 8 A. M.
- Latitude by D. R. 40 ° 18 'N. "
- Longitude by D. R. 69 ° 43 'W. "

Position at 8 P. M.
- Latitude by Observation (Sumner) 40 ° 16 'N. "
- Longitude by Observation from ⊙ M(") 69 ° 05 'W. "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.
Water Distilled during the preceding 24 hours, 1200 "
Water remaining on hand fit for use at Noon, 1500 "
Coal consumed during the preceding 24 hours, 1 tons, 96 lbs.
Coal remaining on hand at Noon, 133 " 687 "

P. M.																
1	1	5		S.S.E	W.S.W	V		1/2 V	30.01	69	70	69	69	of	Cum Strat	0
2	1	5		"	"	V		1/2 V	30.03	69	70	69	69	"	"	4
3	1	6		"	"	V			30.04	70	71	70	69	"	"	4
4	V	V		"	"	V			30.04	71	V	70	68	"	"	3
5	V	V		"	"	V		1/2 V	30.04	71	71	69	70	"	"	3
6	V	0		"	S.W	V		1/2 V	30.05	70	71	69	70	be	Cumu	8
7	1	5		"	"	1/2 V		1/2 V	30.05	70	70	69	70	"	"	8
8	V	0		"	"	V		1/2 V	30.07	70	70	69	70	"	"	7
9	V	0		"	"	V			30.10	69	70	69	69	"	"	0
10	V	0		"	"	V			30.11	69	70	69	69	bw	—	10
11	1	9		"	"	V		1/2 V	30.11	69	70	69	69	"	—	10
Mid.	V	0		S.E by S	S.W by S	V		1/2 V	30.11	69	70	69	70	"	—	10

under the command of Commander Louis Kingsley, , U. S. Navy,

Wednesday August 5th , 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Generally overcast & cloudy Clearing & lightly at times. Passing showers during first hour. Light breeze from S by W to S.S.W. Hauled & plain sail to topgallant sails except Spanker set at 3.30 Hauled up coal & clew of mainsail. Long swell from S.W. Distilling & pumping Poles Lines boiler &c.

R. D. Tisdale
2d Ensign U.S.N.

From 4 to 8 A.M. Overcast cloudy with passing showers. Second hour of watch and foggy last two hours. On Course E.S.E. under easy plain sail to topgallant sails except Spanker & royals. Clew of mainsail at 6.30 hove to and unfurled propeller. Staff officer unmuffled forward to relieve friction that caused disagreeable noise at 6.50 hauled up the clew of mainsail Braced in the Square & set royals. Light breeze from N.E. & veering gradually to N.N.W. Barometer Steady. Ceased sounding at 7.15 in 28 fathoms black & gray sand.

L. M. C. Ramsay
2d Ensign U.S.N.

From 8 A.M. to Meridian Cloudy and foggy. Light airs to light breeze from E.N.E. to W.S.W. Barometer rising slowly. Steering as course E.S.E. under easy plain sail to royals. at 9.30 Mustered all hands at Quarters. Exercised at Stations and Gunnery instruction. At 12.00 by order of Commanding Officer changed course to S.E. Heavy swell from S.E. Ship rolling 25° to Starboard and 20° to port.

John Hubbard
Lieutenant U.S.N.

From Meridian to 4 P.M. Light breeze from W.S.W. Foggy first hour clearing second hour. Slightly misty and foggy rest of watch. Steering course S.E. under easy plain sail except frequent sight of Steamer passing bound to Eastward.

J. B. Luby
2d Lieutenant U.S.M.C.

From 4 to 8 P.M. Weather clear. Light airs to light breeze from S.W. Barometer rising. Long swell from S.W. at 3.30 Sighted a Steamer and Sailing Vessel on Starboard quarter at 6.45 veering at 7.15 hauling the Ship under Square Sail to topgallant sails. Except single reefed mainsail. Set fore topmast Staysail and Spanker. Took Sounding at 5 and 8 O'clock in 42 and 44 fathoms respectively.

W. B. Whittlesey
Acting Lieutenant U.S.N.

From 8 P.M. to Midnight Generally cloudless. Bright moonlight. Light & variable breeze Course S.E. Hauled off during last hour. Long Southerly Swell. Distilling.

R. D. Tisdale
2d Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, by Tenths.	State of the Sea
A. M.																	
1	1	9		S.S.E ½ E	S.W.	2		¼	30.10	69	70	69	69	hzy	Cumu	8	Lo
2	1	2		S.S.E	S.W by W	1-2		¼	30.10	69	70	69	69	"	"	7	"
3	1	0		"	S.S.W.	1		¼	30.11	69	69	69	69	"	Cumulostrat	6	"
4	1	0		"	"	1		¼	30.12	69	69	69	69	"	"	5	"
5	1	5		"	S.W	1-2		½	30.14	70	70	69	69	"	Cirrus	8	"
6	1	0		"	"	2		½	30.15	71	70	69	69	"	"	9	"
7	1	5		"	"	2-3		½	30.16	72	71	70	71	"	"	9	"
8	0	5		"	S.W by W	2-3		½	30.17	74	71	70	70	"	Cumulus	6	"
9			No Observation		Calm	0	0	0	30.14	72	73	71	71	"	Cum	7	"
10			"		"	0	0	0	30.14	74	73	72	72	"	"	7	"
11			"		"	0	0	0	30.20	75	74	73	72	"	"	7	"
Noon.			"		South	1			30.20	75	74	73	73	fe	Cirrus	7	"

32.0 Distance by log.

Course and distance made good since preceding noon by observations, E.S.E ¼ E 33 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 03 ' - " N
- Longitude by D. R. 68 ° 56 ' 30 " W
- Latitude by observations of ⊙ 40 ° 05 ' - " N
- Longitude by chronometer from Forenoon Observations of ⊙ 68 ° 56 ' - " W

Position at 8 A. M.
- Latitude by D. R. 40 ° 03 ' - " N
- Longitude by Observation of ⊙ 68 ° 56 ' " W

Position at 8 P. M.
- Latitude by D. R. from Noon 40 ° 09 ' " N
- Longitude by Situation at 4 P.M. 68 ° 40 ' " W

Current during the time, - knots tenths per hour, setting to the North

Error of the Compass by Azimuth ⊙ observed at 7 A.M., ship's head S.S.E 12 ° 39 ' W

Deviation of the Compass by Azimuth ⊙ observed at 7 A.M., ship's head S.S.E ° 21 ' E variation used, 18° W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, 1 tons, 400 lbs.

Coal remaining on hand at Noon, 132 " 287 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, by Tenths.	State of the Sea
P. M.																	
1	1	6		Ely	South	1		1½	30.21	75	75	73	73	fe	Cirrus	7	L
2	1	4		East	"	1		1½	30.20	74	74	72	72	"	"	6	"
3	1	3		"	"	1		1½	30.20	74	74	72	72	"	"	6	"
4	0	9		N.E	"	1-2		1½	30.18	73	73	71	72	"	"	7	"
5	1	2		East	"	1-2		1½	30.16	72	72	71	72	fe m	"	7	"
6	2	0		"	"	2		1½	30.16	72	72	72	71	"	"	8	"
7	2	1		"	"	2		1½	30.15	72	72	72	71	"	"	8	"
8	1	5		"	"	1-2		1½	30.15	72	72	71	71	"	"	8	"
9	0	7				1		1½	30.18	72	72	71	71	"	"	8	"
10	1	0		E by S	S.S.E	1		1½	30.16	71	71	70	70	"	"	8	"
11	1	0		Ely S	"	1		1½	30.16	71	71	70	70	"	"	8	"
Mid.	1	6		East	"	1		1½	30.16	71	71	70	70	"	"	8	"
	17	5															

4-20

under the command of Commander Louis Kingsley, U. S. Navy,

Tuesday, August 6th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:-
Hazy with heavy drs. Light airs and moving to N.E. & E. last part of watch. On course S.E. under all plain sail to t'gallant sails except Spanker. Light breeze to light airs from S.W. backing to S. & S.W. Steady barometer.

L. M. Nanne
Ensign U.S.N.

From 4 to 8 A.M.
Pleasant weather, foggy around N.W. horizon. Calm and light S. winds N.W. by W. Barometer rising slowly. Smooth sea. Steering a course S.E. under plain sail to t'gallant sails except Spanker. At 4 H 5 Set royals and flying jib.

J. J. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Meridian
Calm until 11.30 when light airs from South Sprang up increasing to light breeze at noon. Hazy and warm. Under all sail except fore top mast stay sail at end by the wind on Starboard tack. Course to be made S.E. Carried out routine of drills and instructions.

J. T. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M.
Weather clear. Light airs to light breeze from South. Barometer falling. At 1 O'clock set course East. Exercised apprentices of the watch in use of running gear from 1.15 to 2.15. From 2.30 to 3.15 gave Provisional instruction in Gymnery to 2nd coalbearers. At 3.30 took in t'gallant sail, royals and flying jib. Took in and stifled the fore topsail, letting ship run off to N.E. Exercised new draft of apprentices at Gymnastics. Distilling.

W. H. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.
Fair to clear but hazy. Light southerly breezes. At 4.10 made plain sail to royals (except fore top stay sail) and ship on course E. by S. At 7.30 reefed top sails for evening. Turned out reefs furled royals and flying jib leaving t'gallant sails under reefs. At 8 H 0 took in Spanker & set fore top stay sail, smooth sea. Distilling.

R. D. Tisdale
Ensign U.S.N.

From 8 to 12 P.M.
Clear and fair with heavy dew. Light airs from S. & E. Steady Barometer. Under plain sail to t'gallants except Spanker with fore main M'gs'l & top mast stay sails. By the wind on Starboard tack. Course set E. by S. at 9 O'clock P. Distilling.

Examined and found to be correct.

L. M. Nanne
Ensign U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" This Rate,

Making passage from Harford H. I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop'n of Clear Sky, in Tenths.	State of the Sea.
A. M.	12	5															
1	1	5		E by N	SE x S	1		1	30.14	70	71	70	69	fo w	Cir Cum	7	M
2	2	0		NE by E ½ E	SE by E	2		1	30.13	69	70	69	69	"	"	8	"
3	2	0		"	"	2		1	30.12	69	70	69	68	"	"	7	"
4	2	0		NE by E	"	2		1/2	30.10	69	69	68	68	"	"	7	"
5	2	2		NE ½ E	SE	2		1/2	30.11	69	69	68	68	fe	"	7	"
6	3	4		NE by E	"	3		1/2	30.10	70	70	68	68	"	"	8	"
7	3	0		E x N	SSE	2-3		1/2	30.11	71	70	69	68	"	"	6	"
8	3	0		E ½ N	South	3-4		1/4	30.10	74	70	69	67	"	"	8	"
9	3	6	88.2	"	"	3		1/4	30.08	71	73	71	67	"	Cirrostratus	4	"
10	4	6	92.7	"	"	3			30.09	72	73	72	67	"	"	7	"
11	2	6	97.1	E by E	SSW	3			30.09	73	73	72	70	fap	"	6	"
Noon.	4	5	107.6	"	South	3		1/2	30.09	74	74	73	71	fe	"	6	"

53.9 Distance by log

Course and distance made good since preceding noon by observations, NE by E 43 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 29 ' " N
- Longitude by D. R. 67 ° 55 ' " W
- Latitude by observations of ⊙ 40 ° 29 ' " N
- Longitude by chronometer from Forenoon Observations of ⊙ 68 ° 10 ' " W

Position at 8 A. M.
- Latitude by D. R. 40 ° 20 ' " N
- Longitude by Observation by ⊙ 68 ° 33 ' " W

Position at 8 P. M.
- Latitude by D. R. from Noon 40 ° 23 ' " N
- Longitude by Observation ⊙ 67 ° 03 ' " W

Current during the time, 3/4 knots tenths per hour, setting to the NNW 3/4 W

Error of the Compass by Azimuth ⊙ observed at 4 P.M., ship's head E.S.E. 9 ° ' W
Deviation of the Compass by Azimuth ⊙ observed at 4 P.M., ship's head E.S.E. 4 ° ' E variation used, 13 ° 0 ' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.
Water Distilling during the preceding 24 hours, 1100 "
Water remaining on hand fit for use at Noon, 2800 "
Coal consumed during the preceding 24 hours, 1 tons, 720 lbs.
Coal remaining on hand at Noon, 130 " 1807 "

P. M.																	
1	X	9	7.5	ESE	SW	3/4		3/4	30.09	74	74	73	71	fe	Cirrocum	5	M
2	5	8	13.3	"	"	4		3/4	30.08	74	74	73	71	"	Cirrocum Nim	3	"
3	6	5	19.9	"	"	4		1/2	30.07	75	75	74	72	"	"	2	"
4	5	8	25.6	"	"	4		1/4	30.06	75	75	73	73	"	"	3	"
5	X	9	30.4	"	"	3/4	2°	1/4	30.07	75	76	73	75	"	"	6	"
6	4	9	35.3	"	"	3-4	2°	1/4	30.08	75	75	74	75	"	"	4	"
7	X	8	40.1	"	"	3-4	2°	1/4	30.08	75	75	74	76	"	"	5	"
8	5	1	45.2	"	"	4	3°		30.10	76	76	75	76	"	"	4	"
9	5	6	50.6	"	"	4	3°	1/2	30.09	76	76	75	76	fel	"	4	M
10	5	9	56.3	"	"	4	3°	1/2	30.09	75	75	74	73	"	Cirrocum	5	"
11	5	5	61.9	"	"	4	3°	1/2	30.09	74	73	73	71	"	"	4	"
Mid.	5	0	66.9	"	"	3/4	3°	1/2	30.09	73	73	73	71	"	Cumulus	4	"
	64	3															

4—26

under the command of Commander Louis Kingsley, , U. S. Navy,

Wednesday, August 7th , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant bright moonlight, heavy dew. Light airs to light breze from S.E. to S.E. Barometer rising slowly then falling. Smooth sea. Steering full and by on the Starboard tack under topsails, Course, and all fore and aft Sail except Spanker and flying jib. At 1.30 Set Topgallant Sails & Steamer passed standing to the Ed.

J.W. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant heavy dew before sunrise. Light to gentle breze from S.E. at first hauling to South at End of watch. By the wind on Starboard tack. Course to be made E.b.S. until 7 when changed course to E.½N. Steered as it was at end of watch. Under plain sail to top gallant ~~sails~~ Sails except spanker until 5.30 when set royals & flying jib. Finished Filling.

L.C. Lord
Lieutenant U.S.N.

From 8 A.M. to Meridian Weather clear and pleasant except for light passing showers about 10 O'Clock. Gentle breze from South to S.S.W. Barometer Steady. At 8½ put over part log reading 87. P. At 9.30 mustered crew at quarters, after which exercised manning and stationing the crew for abandoning Ship. At 10.30 Stopped distilling allowing fires to die out. Sighted a Bargue standing to Sea. Ships under all sail except spanker and main topsail.

W.B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy but pleasant. Gentle and moderate breze from S.S.W. Course E.½E. (p.c.). No change in Sail (Apprentices) Passengers) Standing Smooth Sea

R.A. Tisdale
(R) Ensign U.S.N.

From 4 to 8 P.M. Cloudy and pleasant. Gentle to moderate breze from S.S.W. Barometer rising slowly. On Course E.½E. at 7 O'Clock exercised (Apprentices) at reefing topsails & took in royals & flying jib.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight Pleasant hazy around horizon bright moonlight. Lightning to E.a. Moderate to gentle breze from S.S.W. Barometer Steady. Moderate to reel. Ship taking 20 Each way. Steering a course E.½E. Under all plain Sail to Top gallant Sails. Except Spanker and top mast Staysail at 9.30 took in mizzen Topsail Staysail

Examined and found to be correct.

J.W. Jordan
Lieutenant U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport RI to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at 6'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop'n of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	4	5	71.3	E.S.E	S.S.W	3	Maximum 15°	1/4	30.10	75	74	73	73	fcl	Cirro	5	M
2	5	7	77.0	"	"	4	20°	1/4	30.10	74	74	73	72	fclpd	Cirro	1	"
3	5	4	82.4	"	"	4	15°	1/4	30.09	73	72	70	71	fcal	"	0	"
4	5	6	88.0	"	"	4	Median 15°	1/4	30.09	73	72	70	71	"	"	0	"
5	5	2	93.2	"	"	4	15°	1/4	30.10	72	72	71	74	fclfst	"	1	"
6	5	3	98.5	"	"	4	15°	1/2	30.10	71	72	71	74	vemgpt	"	0	"
7	4	4	102.9	"	S.W.	4	Minimum 15°	1/2	30.11	73	73	72	74	vcl	"	0	"
8	2	6	105.4	"	S.S.W.	3		1/2	30.12	73	72	71	74	"	"	0	"
9	4	3	9.7	"	S.W.	4	3°	1/4	30.15	72	72	71	74	"	"	0	"
10	4	2	13.9	"	"	4	3°	1/4	30.15	72	72	71	74	"	"	0	"
11	5	3	19.2	"	"	4	3°	1/4	30.15	72	71	70	74	fc	"	1	"
Noon.	5	4	24.6	"	"	4	3°	1/4	30.16	73	72	71	74	fcfs.	"	1	"

124.1 Distance by log

Course and distance made good since preceding noon by observations, E 3/8 S 124 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 15 ′ 08 ″ N
- Longitude by D. R. 65 ° 32 ′ 00 ″ W
- Latitude by observations of ⊙ Near Noon 40 ° 16 ′ 02 ″ N
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by D.R. 40 ° 16 ′ 29 ″ N
- Longitude by D.R. 65 ° 54 ′ 00 ″ W

Position at 8 P. M.
- Latitude by D.R. from observation of ⊙ Near noon 40 ° 09 ′ 42 ″ N
- Longitude by Observation about 4 P M 64 ° 14 ′ 45 ″ W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 2400 "
Coal consumed during the preceding 24 hours, tons, 560 lbs.
Coal remaining on hand at Noon, 130 " 1247 "

P. M.																	
1	4	9	29.5	E.S.E	S.S.W.	4	3°	1/4	30.17	74	73	72	74	fcfs.	Cirro Cumul	4	M
2	6	3	35.8	"	"	4	3°	1/4	30.17	74	73	72	74	"	"	1	"
3	5	7	41.5	"	S.W.S.	4	3°	1/4	30.17	74	73	72	74	ocfs.	"	0	"
4	6	2	47.7	"	S.W.	4	3°	1/4	30.11	74	73	72	74	fc	Cirro Cum	2	"
5	6	1	53.9	"	"	4	3°	1/4	30.10	74	73	73	74	"	"	1	K
6	5	9	59.8	"	W.S.W.	4	2°		30.12	75	74	73	75	"	"	1	"
7	4	3	64.1	"	"	3	1°		30.14	75	74	73	75	"	"	2	"
8	4	6	68.7	"	"	3	1°		30.14	75	74	73	75	"	"	1	"
9	3	8	73.5	Variable	S.W.	3	1°		30.16	75	75	73	75	fcl	"	0	M
10	4	1	77.6	"	S.S.W	3	2°		30.16	75	75	73	75	bcwr	"	6	"
11	4	6	82.2	"	S.W.	3	3°		30.16	75	75	74	75	"	"	4	"
Mid.	4	1	86.9	"	S.W by W	3	1°		30.16	76	75	74	75	"	"	2	"

4-260

under the command of Commander Louis Kingsley, U. S. Navy,

Thursday, August 8th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Mid'l to 4 A.M.

Cloudy with lightning, drizzling rain last three hours. Gentle to moderate breeze from S.S.W. Steering Course E.S.E. under sail to t'p'gallant sails except Spanker and mizzen t'p'mast staysail. Ship rolling easily to a moderate sea.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather overcast and cloudy with passing rain squalls. Light to fresh breeze in squalls from S.S.W. to S.W. Barometer rising. At 5.15 took in main t'p'mast staysail and t'p'gallant sails. At 6 took in main sail. Ship under sail alone Steering a Course.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian

Generally overcast and cloudy, with light rain. Moderate S.W. by W. breezes On Course E.S.E. (p.c.) At 9.30 Set t'p'gallant sails and main t'p'mast staysail. At 11 set royals, flying jib, mizzen t'p'mast staysail & mainsail. Moderate S.W. by W. sea.

R. D. Gradde
Ensign U.S.N.

From Meridian to 4 P.M.

Cloudy with passing showers. Moderate breeze from S.S.W. veering to S.W. On Course E.S.E. under all sail except main staysail & Spanker. At 1.10 split jib and hauled it down. 3 O'clock Took in royals. Moderate confused sea from S.W. Exercised Officers at manning running gear.

L. M. Examy
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy and pleasant. Moderate to gentle breeze from S.W. to W.S.W. Barometer rising Steadily. Long swell from S.S.W. Steering a course E.S.E. Under all sail except Spanker. At 5.30 took in main & mizzen t'p'mast staysails. At Sunset exercised in close reefing t'p'sails. Hauled down and stowed flying jib.

John Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight

Cloudy & misty with heavy dew, lightning all around horizon. Bright moonlight. Gentle breeze from S.S.W. Ships rolling easily to a moderate sea. Steering Course E.S.E. until 10 o'clock changed to E.S.E. 1/2 E. & E. and rest of watch. Under plain sail to royals except weather clew of main sail, flying jib and Spanker, until 9.45 o'clock Set weather clew of main sail and main t'p'mast staysail at 11.40 took in main t'p'mast staysail.

Examined and found to be correct.

J. C. Luby
Lieutenant U.S.N.

John Hubbard
Lieut. U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1	4	3	91.2	E. & E 1/2 E.	West	3	1°		30.16	75	75	74	75	fc	Cumulus	2	Lo
2	3	7	94.9	"	"	3	1°		30.12	75	75	74	75	fcl	"	3	"
3	3	6	98.5	"	"	3	1°		30.14	74	74	74	75	"	Cirro Cumulus	5	"
4	2	2	100.5	"	"	2	1°		30.14	74	74	74	75	"	Cirro Cumulus	3	"
5	2	0	100.9	"	W by N	2			30.13	75	74	73	75	fc	Cumulus	4	"
6	2	0	0	"	"	2			30.14	77	75	74	75	"	"	5	"
7	2	5	0	"	"	2			30.16	78	75	74	75	"	"	5	"
8	2	5	0	"	"	2			30.17	77	75	74	76	"	"	6	"
9	2	1	0	"	"	2			30.18	77	75	78	76	"	"	7	"
10	2	2	0	"	"	2			30.18	77	75	74	76	"	"	8	"
11	3	5	0	"	"	3			30.17	77	76	75	76	"	Cirrus Cumulus	7	"
Noon.	3	3	1.2	"	West	3			30.17	77	76	75	76	"	"	6	"

96.2 Distance by log

Course and distance made good since preceding noon by observations, E & E 5/8 E 127 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 05' 54" N
- Longitude by D. R. 63 ° 00' 15" W
- Latitude by observations of ⊙ 39 ° 49' 58" N
- Longitude by chronometer from Forenoon Observations of ⊙ 62 ° 38' 30" W

Position at 8 A. M.
- Latitude by D.R. 40 ° 05' 36" N
- Longitude by Observation ⊙ 62 ° 53' 00" W

Position at 8 P. M.
- Latitude by D.R. from Noon 39 ° 55' 43" N
- Longitude by Observation Sat 4 P.M. 61 ° 42' 45" W

Current during the time, 11/12 knots tenths per hour, setting to the S E

Error of the Compass by Azimuth ⊙ observed at 4 P.M. ship's head East 11 ° 53' W

Deviation of the Compass by Azimuth ⊙ observed at 4 P.M. ship's head East 5 ° 18' E variation used, 17 °

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 130 " 1247 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
12.10	0	5	1.7	E & E 1/2 E													
1	3	5	5.2	E. 1/2 S.	W.S.W.	3			30.15	78	78	75	77	fc	Cirrus Cumulus	5	H
2	5	0	10.2	"	"	4			30.14	77	77	74	77	"	"	5	"
3	5	4	15.6	"	S.W by W.	4			30.12	77	77	75	77	"	"	6	"
4	5	5	21.1	"	"	4			30.12	77	77	75	77	"	"	6	"
5	5	3	26.4	"	"	4			30.10	77	77	75	77	"	"	5	H
6	5	3	31.7	"	W.S.W	4			30.10	77	77	75	77	"	Cumulus	5	"
7	5	3	37.0	"	West	4			30.10	77	77	75	77	"	"	5	"
8	4	8	41.8	"	"	4			30.10	76	75	74	76	"	Cumulus Nimbus	3	"
9	5	2	47.0	"	"	4			30.09	76	75	74	76	"	Cirro Cumulus	5	"
10	4	9	51.9	"	"	4			30.07	76	75	74	76	"	"	3	"
11	5	3	57.2	"	"	4			30.05	76	74	73	76	"	"	4	"
Mid.	5	2	62.4	"	"	4			30.04	75	74	73	76	"	"	4	"

4-20

under the command of Commander Louis Kingsley, , U. S. Navy,

Cedar, August 9th , 18 75.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair clouding up during first hour of watch with lightning in the S'd and E. Clearing up ~~during~~ toward End of watch. Squalls to light breeze from West. At 12 30 ~~took in~~ in Weather clew of mainsail. Ship under sail alone, steering a Course: Long Island from S. W.

W. B. W. Whittlesey
Lieutenant U. S. N.

From 4 to 8 A.M. Fair and pleasant. Light breeze from W by N, at 5 hauled up lee clew of mainsail. Moderate swell from S.W.

R. D. Lee
Ensign U. S. N.

From 8 A.M. to Meridian Fair pleasant light to gentle breeze from W by N backing to W and Steady barometer. Mustered at quarters at 9 30 and cleared at general quarters at 10 30 took in jib ~~and~~ & got up and rigged Mizen topsail. Pd ~~ran~~ paid out 15 fathoms Reading Under all sail except mainsail & fore & Mast Staysail only fore and aft sail set.

L. M. Mamer
Ensign U. S. N.

From Meridian to 4 P.M. Clear and pleasant. Gentle to moderate breeze from W. by W to W. N. W. Barometer falling slowly. Smooth sea. Steering a Course E. by S. & E. by E. Under all square sail (except mainsail) and fore topmast stay sail. At 12.10 by order of Commanding Officer changed Course to E. by S.

J. W. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M. Fair and damp. Moderate breeze from W by N hauling to West east half. Steering Course E. by S. under all square sail except weather clew of mainsail hauled up. Set fore topmast Staysail at 11 30 hauled up mainsail. At sunset exercised at reefing topsails.

J. D. Lyon
Lieutenant U. S. N.

From 8 P.M. to Meridian Weather fair and pleasant with moderate breeze from West. Barometer falling. Ship under sail alone steering a Course.

W. B. W. Whittlesey
Lieutenant U. S. N.

Examined and found to be correct.

John Rutherford
Lieutenant U. S. N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Chipd Rate,

Making passage from Newport R. I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.	6	2															
1	5	5	67.9	E by S.	West	4			30.04	75	74	73	76	Fair	Cirrus	5	S
2	5	4	73.3	"	WNW	4			30.03	75	74	72	76	"	"	4	"
3	5	5	78.8	"	"	4			30.03	74	73	72	75	"	"	6	M
4	6	0	84.8	"	NW	4			30.01	74	73	69	75	"	"	7	"
5	6	2	91.0	"	NNW	4			30.01	74	73	69	75	Fair	"	6	"
6	6	0	97.0	"	NbyW	4			30.00	74	74	69	75	"	"	4	"
7	5	4	2.4	"	"	3/4			30.00	75	74	70	76	"	"	5	"
8	5	3	7.7	"	"	3/4			29.99	78	74	70	77	"	Cirrus	5	"
9	4	5	12.2	"	"	3/4			29.99	76	76	72	76	"	"	6	Lo
10	4	5	16.7	"	"	3/4			29.99	77	77	74	76	"	"	5	"
11	3	2	19.9	"	"	3			29.99	77	77	76	75	"	"	5	"
Noon.	3	7	23.6	"	West	3			29.99	77	80	76	74	"	"	5	"

122 4 Distance by log.

Course and distance made good since preceding noon by observations, E by S 76 181 knots, tenths.

Position at Noon:
- Latitude by D. R. 40° 07.04" N
- Longitude by D. R. 59° 59.30" W
- Latitude by observations of ☉ 40° 05.35" N
- Longitude by chronometer from Forenoon Observations of ☉ 59° 21.30" W

Position at 8 A. M.
- Latitude by D.R. 40° 05.00" N
- Longitude by Observation ☉ 59° 43.00" W

Position at 8 P. M.
- Latitude by D.R. 40° 10.57" N
- Longitude by Afternoon Observation of ☉ 58° 27.44" W

Current during the time, 1 3/4 knots tenths per hour, setting to the E by S

- Error of the Compass by Azimuth ☉ observed at 8 AM, ship's head ENE 11° 26' W
- Deviation of the Compass by Azimuth ☉ observed at 8 AM, ship's head ENE 6° 34' E variation used, 8° '
- Error of the Compass by Azimuth ☉ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at Noon, 130 " 2447 "

P. M.																	
1	4	1	27.7	E by S.	West	4			29.98	78	80	78	75	Fair	Cir Cum	4	Lo
2	4	5	32.2	"	"	4			29.97	79	80	75	75	"	"	4	"
3	4	5	36.7	"	"	4			29.96	79	79	74	75	"	"	4	"
4	3	8	40.5	"	"	4			29.95	78	78	73	75	"	"	4	"
5	4	0	44.5	"	"	4			29.93	78	77	73	75	"	Nim Cum	3	"
6	3	4	47.9	"	"	3			29.92	77	77	73	76	"	"	3	"
7	3	3	51.2	"	"	2			29.91	76	77	73	76	"	"	3	"
8	2	1	53.3	"	"	2			29.92	77	76	73	76	"	"	3	"
9	2	3	55.6	"	"	2			29.90	76	75	73	76	Fair	"	3	"
10	3	3	58.9	"	NbyW	2.3			29.89	76	75	73	76	"	"	2	"
11	3	9	62.8	"	"	3.4			29.89	75	74	71	76	"	"	3	"
Mid.	3	8	66.6	"	"	3.4			29.89	75	74	71	76	"	"	4	"

under the command of Commander Louis Kingsley, , U. S. Navy,

Saturday, August 10th , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Generally fair but pleasant. Moderate breeze from West to N.W. Lightning from 1st cut N.W. On Course E.½S. (C.C.) Under plain sail except flying jib set. Set mainsail and Spanker. Set the clew of mainsail at 3 P.O. Smoother to moderate Wly Sea Moonlight.

R. L. Tisdale
2d Ensign U.S.N.

From 4 to 8 A.M. Fair and pleasant. Gentle to moderate breeze from W.N.W. to Wly N. At beginning of watch under plain sail as previous watch. At 4 Set jib & at 7 Sounded up mainsail & hauled down fly & Squared fore and aft. Course E.½S. (C.C.) Moderate Confused cross Wly Sea

L. M. Magruder
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Gentle to moderate breeze from E.½S. to W.N.W. to W. Barometer steady. Long swell from S.W. Steering a course under all Square sail (except mainsail) and fore topmast staysail. Cleaning Ship.

J. Hodgman
2d Lieutenant U.S.M.

From Meridian to 4 P.M. Cloudy and pleasant. Moderate breeze from West. Barometer falling slowly. Steering Course E.½S. Under all Square sail, except mainsail, and fore topmast staysail. Issued clothing and small Stores.

J. L. Luby
1st Lieutenant U.S.M.

From 4 P.M. to 8. Weather fair clouding up during watch with lightning to S.E. Moderate to light breeze from West. Barometer Falling. At 6 P.O. Cleared log & set fore topmast staysail. Furling top sails and sending down royal yards. Closing ship and set fore topmast staysail, fore sail and top gallant sails. Soon after furled top sails. At 8 hauled in log reading 53.3.

W. S. Whittlesey
2d Lieutenant U.S.M.

From 8 P.M. to Midnight. Cloudy, but clearing from N.W. at end of watch. Lightning to S.E. Light to moderate breeze from West & Wly N. On Course E.½S. No change in Sail. Put over log at 8 reading 53.3. Moon Steering through clouds after 10.

R. L. Tisdale
2d Ensign U.S.N.

Examined and found to be correct.

John Hultgard.
Lieutenant U.S.N. Navigator.

4-295

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1	4	1	70.7	E ½ S	W by N	2			29.86	75	74	70	74	fc	Cu Cum	3	M
2	3	7	74.4	"	"	3			29.84	75	73	69	75	"	"	3	"
3	3	4	77.8	"	"	3			29.84	75	73	69	75	"	"	3	"
4	3	6	81.4	"	"	3			29.84	75	73	69	75	"	"	3	"
5	4	2	85.6	"	W NW	3			29.83	75	73	68	75	"	"	3	"
6	4	7	90.3	"	"	3			29.83	74	73	68	75	"	"	3	"
7	4	8	95.1	"	"	3			29.84	74	73	68	75	"	Cu Cum	3	"
8	4	6	99.7	"	"	3			29.84	74	73	68	75	"	"	4	"
9	4	8	4.5	"	"	3			29.85	75	74	69	75	"	"	5	"
10	5	7	10.2	"	N.W.	4			29.85	76	77	71	78	"	"	5	"
11	3	5	13.7	"	N.N.W	3			29.83	74	76	71	78	hcpsq	Cum Nimbus	4	"
Noon.	5	2	18.9	"	North by W	3-4			29.84	75	75	70	79	fc	"	4	"

95.3 Distance by log.

Course and distance made good since preceding noon by observations, E ½ N 118 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 24 . 09 " N
- Longitude by D. R. 57 ° 06 . 12 " W
- Latitude by observations of ⊙ 40 ° 19 . 57 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 56 ° 47 . 35 " W

Position at 8 A. M.
- Latitude by D. R. 40 ° 20 . 33 " N
- Longitude by Observation of ⊙ 57 ° 10 . 35 " W

Position at 8 P. M.
- Latitude by D. R. 40 ° 36 . 45 " N
- Longitude by afternoon Observation of ⊙ 56 ° 05 . 00 " W

Current during the time, 5 hours knots tenths per hour, setting to the E S E ½ E

Error of the Compass by Azimuth ⊙ observed at 9.23 am ship's head E ½ S 27 ° 13 . W

Deviation of the Compass by Azimuth ⊙ observed at 9.23 am ship's head E ½ S 5 ° 43 . variation used, 21 ° 30 . W

Error of the Compass by Azimuth ⊙ observed at 5 PM, ship's head E ½ S 16 ° 24 .

Deviation of the Compass by Azimuth ⊙ observed at 5 PM, ship's head E ½ S 5 ° 26 . variation used, 21 ° 00 . W

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 130 " 447 "

P. M.															
1	5	0	23.9	E ½ S	North	3	¼	29.82	73	75	70	76	fc	Cum fract	4
2	2	3	26.2	"	"	2	¼	29.80	73	75	70	77	"	"	5
3	3	0	29.2	"	"	2-3	¼	29.81	74	75	70	77	"	"	4
4	3	8	33.0	"	"	3	¼	29.82	74	75	70	76	"	"	3
5	4	0	36.0	"	N.N.W.	3,4	¼	29.82	74	75	70	75	"	Cum Nimb	4
6	4	5	40.5	"	"	4		29.84	73	75	70	76	hcpsq	"	4
7	6	8	55.5	"	"	5		29.84	73	74	70	77	fc	"	5
8	6	9	62.4	"	"	5		29.84	73	73	68	77	"	"	6
9	6	0	68.4	"	N by W	5		29.83	73	73	69	78	fcl	"	5
10	6	2	74.6	"	"	5		29.83	73	73	69	78	"	"	4
11	5	2	79.8	"	"	4.5		29.82	72	73	69	78	hcjq	"	3
Mid.	2	8	81.3	S E ½ E	N E by E	3.2	½	29.82	71	72	69	78	hcpl	"	2

under the command of Commander Louis Kingsley, U. S. Navy,

Sunday, August 11th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Wind & Wm Cloudy and pleasant light breeze from Wly No. Lightning to 1st & Ed. On Course E 1/2 S under single reefed topsails, topgallant sails, fore sail, jib & fore topmast staysail Steady barometer.

L. M. Nance
2nd Asst Engr U.S.N.

From 4 to 8 AM Clear and pleasant. Gentle breeze from N. N to W N W. Barometer steady. Moderate swell. Steering a Course E 1/2 S under fore sail single reefed topsails, topgallant sails, jib and fore topmast staysail at 4.30 Struck Mainroyal & topsails. at 7.30 Crossed royal Yards and set royals. Sighted a Barque on the weather Quarter standing to the Eastd.

J. H. Jordan,
Ens & Navigator U.S.N.

From 8 AM to Meridian Fair to cloudy. Light squalls with passing rain showers and thunder. Gentle to moderate breeze from W by N. Steering Course E 1/2 S under fore sail to royals except weather clew of mainsail, flying jib & spanker at 10.30 flying jib & clew of mainsail. Manned mizzen top mast staysail & spanker. Commanding Officer inspected ship and crew at Quarters at 9.30. At 11.5 held divine service on Quarter deck.

J. C. Long
2nd Asst Engr U.S.N.

Meridian to 4 P.M. Weather fair. Gentle to light breeze from North. Barometer steady. at 2.30 sighted a Sail about 1 point on port Quarter. Ship under sail also steering a Course.

W. B. W. Gillelory
Mate U.S.N. Acting Ensign U.S.N.

From 4 to 8 P.M. Fair and pleasant. Light passing showers second dwr. Moderate to stiff breeze from N. N W. On Course E 1/2 S (per). At 7 took in and stowed flying jib. Set log over at stern 6 not registering correctly, took it in at 6.15 and put over another log reading 50.3. Moderate Sea from N. W.

R. D. Tisdale
Ens & Navigator U.S.N.

From 8 to Midnight Cloudy and squally with passing showers & rain. Wind & clouds moving to the S.E. Lightning to the N. & W. Fresh part of watch stiff to moderate breeze from N. W by W changing to gentle to light breeze from N E by E. Barometer steady at beginning of watch under all sail except mizzen topsail & flying jib. At 8 took in royals. At 9 Called up weather clew of mainsail and took in spanker at Midnight took in main & Mizzen topmast staysails & mainsail. Hauled in patent log reading 81.3

Examined and found to be correct. Noon 10 miles about 9 p.s.

L. M. Nance
2nd Asst Engr U.S.N.

John Hubbard
Lieut Commander U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ships "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	5	6															
1	2	6		E.S.E.	NNE	3		½	29.80	72	72	69	74	Cpfblue	Strat Hind	0	M
2	2	5		S.E.	NE	2-3		½	29.70	72	72	69	74	bcpfbl	cu	3	"
3	2	5		SE ½ E	"	3.4		½	29.81	72	72	69	75	bcfbl	cu	3	"
4	2	5		S.S.E.	Nord	4.6		½	29.81	72	72	69	75	bcfpfng	"	2	"
5	2	5		E x S	N x E	4.5		½	29.82	72	72	69	75	bcfpg	"	2	"
6	5	4		E ½ S	"	4		½	29.82	72	72	68	78	bc	Strat Cumb	2	"
7	5	5		"	"	5		½	29.87	72	73	69	78	"	Cum	1	"
8	4	8	81.3	E by S.	N.N.E.	4		½	29.89	73	72	68	78	"	"	5	"
9	4	7	80.0	E ½ S	North	4		½	29.94	72	72	69	77	bcpfg	Strat Cum	1	"
10	2 2	5 5	91.2	SE ESE	NNE	4.6		½	29.91	72	72	69	77	"	"	0	"
11	3	4	94.6	E ½ S	North	4		½	29.92	73	73	69	78	bfg	Cum	3	"
Noon.	5	6	100.2	"	"	5		½	29.82	73	74	69	78	bf	"	4	"

106.5 Distance by Log.

Course and distance made good since preceding noon by observations, E by N 116 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 25.03 " N
- Longitude by D. R. 54 ° 24.50 " W
- Latitude by observations of ⊙ 40 ° 41.08 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 54 ° 17.48 " W

Position at 8 A. M.
- Latitude by D.R. 40 ° 24.03 " N
- Longitude by Observation ⊙ 54 ° 46.83 " W

Position at 8 P. M.
- Latitude by ° ' " N
- Longitude by ° ' " W

Current during the time, 9/24 knots tenths per hour, setting to the NNE 5/8 E

Error of the Compass by Azimuth ⊙ observed at 6 P.M., ship's head SE ½ S 2 10 16.W

Deviation of the Compass by Azimuth ⊙ observed at 6 P.M., ship's head SE ½ S 1 01 4. variation used, 22° 30.W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 70 "

Water remaining on hand fit for use at Noon, 578 "

Coal consumed during the preceding 24 hours, tons, 760 lbs.

Coal remaining on hand at Noon, 129 " 920 "

P. M.																	
1	5	6	5.8	E ½ S	N N W	4			29.93	75	75	70	79	bc	Cir Cum	5	M
2	5	6	11.3	"	"	4			29.93	74	75	70	79	"	"	6	"
3	4	7	16.0	"	NE by N	4		½	29.93	74	75	70	79	"	"	6	"
4	4	5	20.5	ESE	"	3.4		½	29.95	74	74	70	79	"	"	5	"
5	4	0	24.5	SE ½ E	NE	3.4		½	29.98	73	74	70	79	bcgfp	Cum Nim	4	"
6	4	7	29.2	SE. ½	E x N	2-4		½	29.95	72	72	69	78	bcg	"	4	"
7	4	5	33.7	SSE	"	3		½	29.99	72	73	69	78	bc	"	3	"
8	3	3	37	S by E	East	3		½	29.99	72	73	69	77	"	"	3	"
9	3	2		S by E ½ E	"	3		½	30.06	72	73	69	77	"	"	1	"
10	3	4		"	"	3		½	30.05	72	72	68	77	"	Cum	8	"
11	3	2		S by E	"	3		½	30.04	71	71	67	77	"	"	4	"
Mid.	3	0		S ½ E	"	2.3		½	30.05	71	71	67	76	"	"	2	"

4—265

under the command of Commander Louis Kingsley, , U. S. Navy,

Monday, August 12th , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy passing showers thunder and lightning. Weakening wind and rain. Light to moderate breeze and unsteady fresh squalls from NE to NW steering full and by on the port tack under foresail topsails, topgallant sails, jibs and topmast staysail. Set t.g.s. at 1.10 and jib at 2.25. Set t.g. sails. Stood off shore in again at 3.15 and at 3.40 Cleared down main topsail.

2d Lieutenant U.S.M.C.

From 4 to 8 A.M. Cloudy squally with drizzling rain and lightning. First hour fair wind. Variable. Steering E by S. first hour on account of squalls. On course E½S second and third hours by the wind on port tack. Last hour on course E½S. Set and Under fore topmast staysail, fore sail, fore topsail, reefed main topsail and Cleared down at first, at 4.30 set main topsail and at 6 made all sail to t.g. sails. Started fires in boilers "B".

J. B. Luby
2d Lieutenant U.S.M.C.

From 8 A.M. to Meridian. Weather cloudy and heavy rain squalls about 9 A.M. Clearing during the forenoon. Moderate to fresh breeze in squalls from North to NW. Barometer steady. At 9 o'clock took in royals, flying jib, t.g. sail and set t.g. topmast staysails, main topsail and spanker. Kept off for heavy squall to E and E by S coming back to course at 9.30 and setting t.g. sail and staysails. At 9.45 Mustered crew at quarters and inspected rain clothes. At 10.2 set mainsail, taking in reefs. Cleared at 11.00 on account of threatening weather for drilling. Rousted main royal yard men in sending up and down their yard at 12.50 Commenced drilling. Set clock back 13 minutes between 10 and 11.

W. B. W. Kingsbury
2d Lieutenant U.S.M.C.

From Meridian to 4 P.M. Fair and pleasant. Moderate to gentle breeze from NNW to NE by N. On course E by S (C.C.) until last hour, when by the wind at 1 o'clock set royals and spanker. On starting. Moderate to smooth moderate sea. Instructed Apprentices in the lead of gear.

R. D. Tisdale
Asst. Engr. U.S.N.

From 4 to 8 P.M. Cloudy & squally with passing showers. Moderate to strong breeze from NE hauling to East & moderate to gentle breeze. Took in and furled royals & t.g. sails and hauled aft and reefed topsails. At 7.00 o'clock took in t.g. sails, spanker & main & mizzen topmast staysails. Hauled in port log at 7 o'clock reading 57. Barometer rising.

L. M. Nazro
Asst. Engr. U.S.N.

From 8 P.M. to Midnight. Clear and pleasant passing rain squalls around horizon. Light to gentle breeze from East. Barometer steady. Moderate & steering full and by on port tack under single reefed topsails, foresails, lee clew of mainsail set and foot to fore staysail.

J. W. Jordan
2d Lieutenant U.S.M.C.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ships Essex Class Rate,

Making passage from Norfolk V.S. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	Stations of the Sun
A. M.	10	9															
1	1	8		Sby E	East	2, 3		½	30.07	70	71	67	78	fc	Cu Cum	5	M
2	2	2		SE	NE by E	2 3		½	30.07	71	71	67	79	"	"	5	"
3	2	4		SE ½ E	"	2.3		½	30.09	71	71	67	74	"	"	7	"
4	2	6		"	"	2.3		½	30.09	71	71	67	74	"	"	7	"
5	3	4	37.0	SE ½ S	ENE	2 3		½	30.08	72	71	66	74	"	"	6	"
6	3	1	40.1	"	"	3		½	30.10	71	71	66	73	"	"	5	"
7	4	3	44.4	SEbS	ExN	3,4		½	30.11	72	71	67	73	"	Fr Cum	5	"
8	4	8	49.2	"	"	3.4		½	30.13	75	71	67	74	"	"	5	"
9	3	2	53.4	"	E by E	2 3		½	30.18	72	72	67	73	"	"	6	B
10	3	1	55.6	SE	NE x E	3		1	30.13	72	72	69	73	"	"	6	"
11	3	0	57.1	SE ½ S	"	3		1	30.11	70	71	66	72	"	"	6	"
Noon.	3	0	60.8	SE	"	2.3		1	30.12	70	71	66	72	"	"	5	"

86.6 Distance by log.

Course and distance made good since preceding noon by observations, SE E 39 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 39 ° 56. 27 " N
- Longitude by D. R. 53 ° 38. 51 " W
- Latitude by observations of ⊙ 39 ° 47. 02 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 53 ° 47. 36 " W

Position at 8 A. M.
- Latitude by D. R. 40 ° 09. " N
- Longitude by Observation ⊙ 54 ° 06. 00 " W

Position at 8 P. M.
- Latitude by D. R. 39 ° 42. 08 " N
- Longitude by Noon observation of ⊙ 52 ° 36. 30 " W

Current during the time, 5/9 knots tenths per hour, setting to the NNW 34 W

Error of the Compass by Azimuth ⊙ observed at 7 am, ship's head SE by E 19 ° 48. W
Deviation of the Compass by Azimuth ⊙ observed at 7 am, ship's head SE by E 2 ° 42. E variation used, 22° 30. W
Error of the Compass by Azimuth ⊙ observed at 4 PM, ship's head SE by E 19 ° 27. W
Deviation of the Compass by Azimuth ⊙ observed at 4 PM, ship's head SE by E 3 ° 02. E variation used, 22° 30. W

Water expended during the preceding 24 hours, 440 gallons.
Water Distilled during the preceding 24 hours, 1120 "
Water remaining on hand fit for use at Noon, 1320 "
Coal consumed during the preceding 24 hours, 1 tons, 400 lbs.
Coal remaining on hand at Noon, 128 " 527 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	Stations of the Sun
P. M.																	
1	3	0	64.2	SE	NE by E	3		½	30.15	72	72	67	75	fc	Cu Cum	6	M
2	1	6	65.5	SE by S	ENE	2		½	30.16	72	73	68	74	"	"	6	"
3	1	4		SE x E	NE	2		½	30.16	72	73	68	73	"	"	7	"
4	1	4		SE by S ½ E	North	1-2		½	30.16	72	72	67	74	"	"	7	"
5	1	0		SE by E	"	1		3	30.18	72	72	67	77	"	"	7	"
6	0	5		East	N by E	0-1		4	30.18	71	72	67	78	"	"	7	"
7	0	5		"	"	0.1		4	30.17	71	72	67	78	"	"	7	"
8	0	5		E ½ E	NE by N	0-1		4	30.18	71	71	66	78	"	"	7	"
9	1	0		SE x E	NE	1		2	30.13	71	71	66	76	"	"	8	"
10	1	0		"	"	1		2	30.18	70	70	66	75	"	"	8	"
11	0	7				1		3	30.17	70	70	66	75	"	"	8	"
Mid.	0	5		E ½ E	NE by N	1		3	30.16	70	70	66	75	"	"	7	"

under the command of Commander Lodin Kingsley, , U. S. Navy,

Tuesday, August 13th , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Middle & AM. Light to gentle breeze from East first hour from N. & E. rest of watch Partly cloudy light passing showers first hour. Hay the wind on port tack under reefed topsails, foresails, & reefed of mainsail & fore topmast staysails

J. B. Lockwood
1st Lieutenant U.S.M.C.

From 4 to 8 AM. Weather fine. Light to moderate breeze from ENE to E by N. Barometer rising. At 5 O'clock put on port tack heading S. & E. at 6 O'clock made sail to royals except to reefed close of mainsail and spanker. at 5 took in the close of mainsail and mizzen topmast staysail to ease a weather helm, setting them again at 7.30. Ship close hauled on port tack & Distilling

W. B. Whittelsey
Acting Ensign U.S.M.C.

From 8 AM to Meridian Fair and pleasant. Light breeze from NE by E. By the wind on port tack. No change in sail. At 9.30 Mustered crew at quarters and exercised apprentices division during first period as follows: Under division Gunnery Instruction 1st division Small Arms 2nd division Sight Drills. During second period exercised Abandoning ship at boat drill and furling light sails. Ordinance Officer tested magazine flood valves and found them in working order. Smooth Sea and Broken Sea. Distilling. By order of Commanding Officer placed in Solitary Confinement for 3 days on Bread and water Coxswain F.E. Apps 3 cl. for turning in hammock while under arrest.

R. L. Irwin
Asst. Surgeon U.S.N.

From Meridian to 4 P.M. Cloudy and pleasant gentle to light airs from N. E. to North. Steady Barometer. Under all sail except main try sail & spanker. Hauled in port log at 2 O'clock reading 6.6.5. Exercised Apprentices at knotting splicing and pulling in gunnery.

C. McManus
Ensign U.S.N.

From 4 to 8 PM Clear and pleasant Calm and light airs from N to NE by E. Barometer Steady. Moderate Ugly swell. Hauling by the wind on port tack under all sail except main try sail & spanker & weather clew of mainsail. At 5 exercised at reefing, shortening and making sail.

J. W. Gordon
2nd Lieutenant U.S.M.C.

From 8 P.M. to Midnight Clear and pleasant. Light airs from N. & E. By the wind on port tack under all sail except weather clew of mainsail maintrysail and spanker. Course to be made E by N.

J. B. Lockwood
1st Lieutenant U.S.M.C.

Examined and found to be correct.

John H. Gibbons
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ships "Essex" Fleet Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.	13	0															
1		3		ESE	NE	2			30.17	70	70	66	75	fa	Cirro Cumu	4	21
2		2		ESE	NNE	2			30.17	70	70	66	75	"	"	3	"
3		5		ESE	"	2			30.16	70	70	66	75	"	"	2	"
4		5		ESE	"	2			30.15	70	70	66	75	"	"	1	"
5	8	5		ESE	East	2			30.14	70	70	66	75	fa	Cirro Cumu	0	"
6	9	5	65.2	ESE	ESE	2		1/2	30.15	70	70	67	77	"	"	0	"
7	8	0	67.9	NE	ESE	2		1/2	30.16	70	70	67	77	"	"	0	"
8	8	4	71.5	"	"	3		1/2	30.16	70	69	65	77	"	"	0	"
9	7	0	75.5	"	"	3		3/4	30.17	68	68	65	78	"	"	0	"
10	7	0	78.7	"	"	3		3/4	30.17	68	67	65	78	red	"	0	"
11	7	0	80.8	NE x E	SE	4		4	30.17	67	67	65	78	"	"	0	"
Noon.	5	7	86.0	NE x E 1/2 E	SE x S	4		4	30.16	67	67	65	78	"	"	0	"

80.6 Distance by log

Course and distance made good since preceding noon by observations, ENE 39 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 01.02 " N
- Longitude by D. R. 53 22.00 " W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ 53 00.18 " W

Position at 8 A. M.
- Latitude by D R 39 46.14 "
- Longitude by Observation 52 04.04 " N

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the °

Error of the Compass by Azimuth ⊙ observed at , ship's head °

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head °

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° variation used, ° '

Water expended during the preceding 24 hours, 1200 gallons.

Water Distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 31200 "

Coal consumed during the preceding 24 hours, 1 tons, 40 lbs.

Coal remaining on hand at Noon, 127 " 127 "

P. M.																	
1	5	3	91.3	ENE	SExS	4.5	4°	1/2	30.11	68	68	66	76	ready	Cirro Cumu	0	20
2	6	2	97.5	NExE 1/2 E	SE	4.6	4°	1/2	30.10	69	69	66	76	ready	"	0	"
3	5	8	3.5	NExE 1/2 E	"	4.6	4°	1/2	30.09	69	69	67	76	"	"	0	"
4	6	4	9.5	"	"	4.6	5°	1/2	30.08	70	70	69	76	"	"	0	"
5	5	9	15.4	"	"	4.5	5°	1/2	30.07	70	70	67	76	oc	"	0	"
6	5	5	21.2	"	SE	5	5°	1	30.07	71	71	68	77	"	"	0	"
7	4	8	26.0	"	SE by S	5.6	5°	1	30.07	71	71	68	77	"	"	0	"
8	3	5	29.7	ENE 1/2 E	SSE	5.6	5°	1	30.07	71	71	68	77	ocmd	"	0	M
9	3	4	33.1	ENE 3/4 E	"	5.6	5°	1	30.07	71	70	68	77	ocgm	"	0	"
10	1	8	34.9	ENE	"	5.6	5°	1/2	30.08	71	72	69	78	"	"	0	"
11	2	2		"	"	5.7	5°	1/2	30.09	72	72	69	78	"	"	0	"
Mid.	2	6		"	"	5.7	5°	2	30.16	71	71	69	78	ocgr	"	0	"

under the command of Commander Louis Kingsley, U. S. Navy,

Wednesday, August 14th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 AM Weather fair cloudy inclined to overcast and squally Calm to light airs from NE to NNE & Barometer falling Moon shining through rifts in the clouds. At 0 Clock took in Mainsail & Main & Mizzen top mast stay sails & Reefed the clew of foresail on account of gallus fleus Ship rolling heavily at times to trough of sea from NE.

W B Whittlesey
Lieutenant U.S.N.

From 4 to 8 AM Generally overcast & cloudy. Light and variable breeze from East to ESE & E. By the wind on port tack & until 5.30 when tacked & set whole foresail & set the mainsail and put on port tack heading ENE at 7.2 set main & Mizzen top mast stay sails at 7.30 sighted Steamer on port beam standing to SE. Wind fresh NE by E & Distributing.

R B Tisdale
Ensign U.S.N.

From 8 AM to Meridian. Overcast clouds with light drizzling rain. Gentle to moderate breeze from SE & E to SE & S. At beginning of watch under all sail except main trysail & Spanker and Mizzen top sail. Had quarters at 9.30 and cleared at tacking and wearing. At 10 O'Clock took in royals & flying jib, top mast stay sails. Set Spanker. At end of watch wore ship and by in Starboard tack. Hauled in port log at 9 knots reading 73.7 and put it over again at 10 A.M. Barometer falling last hour of watch.

J. McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Overcast and cloudy. Moderate to fresh breeze from SE & S to SE & E. Barometer falling. Stowed Dog Vane from E. Steering by the wind on Starboard tack under all plain sail to topgallant sails. Set Spanker. Took in Spanker.

J. A. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast misty with light drizzling rain last hour. Moderate to strong breeze from SE at first standing to SSE & E at end. By the wind on Starboard tack until 7.30 when on course E by N. Under sail to topgallant sails at first at 4.50 took in and furled topgallant sails and single reefed the topsails. At 6.40 took second reef in topsails.

J. C. Colclough
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather cloudy and squally with rain last part of watch. Stiff breeze to moderate gale in squalls from SSE. Barometer falling At 8.30 sighted a Steamer on white light one point on port bow passing to the SW. At 9 O'Clock took in Mainsail standing off the Mate of Chain cable, took a reef in the topsail, and lowered down the fid. Put the jigger on the topsail tye. All hands got up the fore and braces.

Examined and found to be correct.

W B Whittlesey
Lieutenant U.S.N.
Navigator.

John Hubbard
Lieutenant U.S.N.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fros. of Clear Sky, in Dths.	State of the Sea.
A. M.	53	0															
1	2	5		E N.	Sby E	5-7		3	30.01	71	71	70	78	o c p g	Cirr Nimb	0	M
2	2	8		"	"	5-7		3	30.00	71	71	70	77	b c g	"	0	"
3	2	5		"	"	5-6		3	30.00	72	72	70	75	"	"	0	"
4	2	0		"	"	4-6		3	29.98	72	72	70	75	b c g	"	2	"
5	1	5		"	"	4		3	30.00	72	72	70	75	b c	"	1	"
6	2	1		"	SSE	4		2	30.00	72	72	70	75	"	"	2	"
7	2	3		"	"	4		3	29.99	74	74	71	75	"	Cirr	4	"
8	3	6		E by E ½ E	SE by S	3		2	29.99	78	72	71	75	"	Cirr Cumb	3	"
9	3	7		NE	E by E	2		2	29.97	71	72	70	73	o c	Cumb Cirr	0	"
10	4	0		NE ½ N	"	4		3 ½	29.97	71	71	70	72	b c	"	4	"
11	5	0		N E	"	4		½	29.96	71	71	70	72	"	Cum Str	4	"
Noon.	4	5		N E ½ N	"	4		½	29.96	71	71	69	71	b c f	"	6	"

88. 4 Distance by log.

Course and distance made good since preceding noon by observations, N E 3/8 N 117 knots, tenths.

Position at Noon:
- Latitude by D. R. 41 0 13 . 46 N
- Longitude by D. R. 51 0 55 . 12 W
- Latitude by observations of ⊙ 41 0 26 . 06 N
- Longitude by chronometer from Forenoon Observations of ⊙ 51 0 38 . 48 W

Position at 8 A. M.:
- Latitude by D. R. 40 0 57 . 46 N
- Longitude by Observation ⊙ 51 0 34 . 30 W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, 1 1/8 knots tenths per hour, setting to the N E by E ½ E

Error of the Compass by Azimuth ⊙ observed at 7 AM, ship's head E by N 21 0 48 . W

Deviation of the Compass by Azimuth ⊙ observed at 7 AM, ship's head E by N 2 0 12 . E variation used, 24 0 . W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 1 100 "

Water remaining on hand fit for use at Noon, 2 800 "

Coal consumed during the preceding 24 hours, 1 tons, 880 lbs.

Coal remaining on hand at Noon, 175 " 1487 "

P. M.																	
1	2	5		N E ½ N	E by E	2		½	29.96	67	67	65	61	b c m	Cir Cum	6	M
2	0	5		E N E ½ N	"	2		1	29.94	65	68	65	62	"	"	6	"
3	1	4		E by N	SE by E	2		1	29.94	71	72	70	72	"	"	5	"
4	1	6		"	"	2		1	29.93	71	72	70	72	"	"	6	"
5	1	8		"	E by S	2		1	29.90	71	72	70	72	"	"	4	"
6	1	5		East	E by E	2		1	29.90	71	72	70	72	"	"	5	"
7	4	0	35. 2	"	"	3		1	29.89	71	71	70	72	b c m r	"	3	"
8	3	6	39. 9	"	"	2-3		1	29.89	69	70	69	63	o c b r	Cum Nimb	0	M
9	3	8	46. 3	"	"	3		1	29.88	68	69	68	63	"	"	2	"
10	1	5		"	South	1-3		1 ½	29.86	68	68	67	63	o c r m	"	4	"
11	3	0	41. 1	"	West	2-3			29.86	67	67	66	63	b c	"	2	"
Mid.	5	0	45. 3	"	N W by W	4			29.85	67	67	66	63	"	Cum	7	"

under the command of Commander Dodis Kingsley, U. S. Navy,

Thursday, August 15th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M. Overcast until last hour when clearing. Clouds from S.W. Moderate and fresh breeze in squalls from S by E. Up Course E by N. Under double reefed topsails. Single reefed foresail fore top staysail and foot of main trysail. Moderate S E by S and Southerly Sea. Ship's steering at times. Moon shining through clouds after 1st hour.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Cloudy & pleasant. Moderate breeze from S by E backing to S E by S moderate to gentle breeze. At beginning of watch under sail as in previous watch. At 4h 30m Sent Hands out of tops & take in topsail and took off storm trysail. At 7 O'Clock set top gallant sails fit & main trysail heavy. Took passing to Nos and Nos. Barometer nearly steady. At end of watch full and by heading about S E 1/2 E.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridian Cloudy and pleasant. Fog bank on port bow last hour of watch. Moderate breeze from S E by E. Moderate swell from the Eastward. Barometer falling slowly. Steering by the wind on the starboard tack under plain sail to t'gallants & [illegible] & spanker and main trysail. At 10h 30m took in main trysail and set mainsail. At 9h 30m mustered at quarters and exercised at divisional drills. At 10h 5m instructed apprentices at compass, lossing and furling sayals and names of different parts of ship stopped distilling.

J. W. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Partly cloudy & misty along horizon. Light breeze from S by E & E by S the wind on starboard tack until 1.10 when wore ship to S by E the wind on port tack rest of watch. Under plain sail to t'gallant sails except spanker at first. At 12.50 set spanker. Course to be made East. By order of Commanding Officer the following changes in rating were made. J. Wood from B'M 1st class to B'M 2d cl, W. Burke from Cox to B'M 2d cl, G. T. Ingham from Seaman to Cox and W. Scholl from Cox to seaman.

J. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Weather fair clouding up toward end of watch. Light to gentle breeze from S E by S to S by E. Barometer steady. At 5 O'Clock wore ship and came to her course East on the starboard tack. At 6 O'Clock set main & mizzen top mast stay sails. Set over patent log reading 35.2.

W. B. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Midnight Overcast cloudy to clear & cool. Occasional lightning and thunder to N.W. first hour. Rain during second hour. Clouds coming from N.W. Light southerly breeze to moderate breeze from N.N.W. through west. Up Course East. At 9h 10m took in main & mizzen top mast stay sails & spanker. At 9h 30m took in mainsail. At 11h 30m set the clew of mainsail. At 11h 45m hauled in patent log reading 41.1 setting it over again at 11h 55m. Ring storm from South first part of watch.

R. D. Tisdale
Ensign U.S.N.
Navigator.

John Hubbard
Lieutenant U.S.N.

Examined and found to be correct.

4-26

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in White	State of the Sea.
A. M.	27	4															
1	4	1	499	East	NNW	4			29.85	64	65	64	67	fc rr	Cum	7	M
2	5	0	54.9	"	"	4.5			29.85	65	65	64	67	"	"	7	"
3	5	6	60.5	"	"	4.5			29.85	66	66	64	70	"	"	7	"
4	7	2	67.7	"	NWbyN	5			29.83	66	66	65	72	"	"	6	"
5	8	4	76.1	"	"	6			29.83	74	66	64	72	fc	Cum fr	6	"
6	9	3	85.4	"	"	6.7			29.84	69	66	64	70	"	Cirrus fr	4	"
7	8	5	93.9	"	"	5.7			29.84	64	65	63	70	"	"	2	"
8	8	0	1.9	"	"	4.6			29.84	64	65	63	70	"	"	2	"
9	6	5	8.4	"	NbyW	4.5			29.86	61	64	62	68	ocrr	Cum fr	0	"
10	6	2	14.6	"	North	4.5			29.86	59	62	60	67	ocf	Cum Strats	0	"
11	5	9	20.5	"	"	4.5			29.87	61	63	61	66	ocrig	"	0	"
Noon.	5	8	26.3	"	NbyE	4.6			29.87	61	63	61	66	"	"	0	"

107.9 Distance by log.

Course and distance made good since preceding noon by observations E N E 7/8 E 35 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 41 ° 59 ' 36 " N
- Longitude by D. R. 49 ° 14 ' 45 " W
- Latitude by observations of ⊙ 41 ° 46 ' 25 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 48 ° 58 ' 07 " W

Position at 8 A. M.
- Latitude by D R 41 ° 49 ' 18 " N
- Longitude by Observation ⊙ 47 ° 28 ' 17 " W

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, 1/6 knots tenths per hour, setting to the E 7/8 N

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2400 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 125 " 847 "

P. M.																	
1	6	4	32.7	East	North	6		1/2	29.87	61	61	60	66	fc	Nimbus	1	M
2	4	7	37.4	"	"	5.6		1/2	29.88	61	62	61	68	"	"	0	"
3	3	7	41.1	"	"	4		1/2	29.89	62	62	62	68	"	"	5	"
4	2	8	43.9	"	"	4		1/2	29.90	62	63	61	68	"	"	7	"
5	4	5	48.4	E by N	NNE	5		1 1/2	29.91	62	66	62	67	"	"	5	"
6	5	3	53.7	E N E	NE by N	5		1 1/2	29.93	63	64	62	71	"	"	4	"
7	5	1	58.8	E N E	NE	5		1/2	29.95	64	64	62	71	tcp	"	2	"
8	3	0	61.6	E N E	NE by N	3.4		1 1/2	29.95	64	64	63	72	tcu	"	2	"
9	2	0	63.1	"	"	3		1 1/2	29.95	64	64	62	70	"	"	2	"
10	2	2	65.1	"	"	3		1 1/2	29.96	64	64	62	70	"	"	2	"
11	2	8	67.7	"	"	3		1 1/2	29.97	64	64	62	70	tcu	"	3	"
Mid.	1	5	68.8	"	"	3		1 1/2	29.98	64	64	62	71	"	"	1	"

under the command of Commander Chas Kingsley, U. S. Navy,

Friday, August 16th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.

Generally clear and cool. Moderate to fresh breeze from W.N.W. to N.W. by N. Barometer falling. Last hour made 9 miles. Set to top gallant sails with weather clue of main sail hauled up 1 foot. Fore top mast stay sails set. Lightning in the Northeast.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Pleasant and cloudy. Moderate to very fresh breeze from N.W. by N. Moderate swell from N.W. Barometer steady. Steering East (pc) under plain sail to top gallant sails. Kept spanker and weather clue of mainsail. Sighted a barque standing to W.

J. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Cloudy and misty with fog second hour, squally, moderate to strong breeze from N. by W. at first hauling to N. by E. at four hours. Midnight Course East. Under plain sail to top gallant sails except fore clew of main sail & spanker. At first. At 8.45 made all sail to royals, except spanker flying jib. At 9 Hoisted sail to top sails. At 10 set main and mizzen top mast stay sails & at 10.20 set top gallant sails. At 11.30 took in & furled top gallant sails. Mustered & inspected at quarters. At 9.30. Just mustered all hands in stations for clearing ship for action. By order of Commanding Officer declared Rowland to be M. (App. 3d) from Confinement his term having expired.

J. D. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M.

Weather cloudy and misty. Clearing towards end of watch. Fresh breezy squalls from N.W. dropping to Moderate breeze. Barometer rising. At 1 All called. All hands and took two reefs in top sails, hauled down jib. Main & mizzen top mast stay sails. At 3.15 sighted a German Steamer 2 points on lee bow standing to W. Exchanged Colors in passing and this Ship made International sig nals G.Q. J.D. and L.D. & at 3.30 Shook the reefs out of top sails and hoisted jib. Ship on a cruise.

W.S. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Stiff moderate N.E. by E. breeze. Course East but by the wind on port tack. At 4.10 set top gallant sails. At 7.00 took two reefs in top sails & furled top gallant sails. Long swell from N.E.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy with occasional light drizzling rain first part. Gentle breeze from N.E. & N. Barometer rising. Full & set by. Making E.N.E. under double reefed top sails, reefed mainsail, foresail and fore top mast stay sail. Rolling heavily under influence of long swell from N.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Guthard
Lieutenant U.S.N.
Navigator.

4—20.

LOG of the UNITED STATES Ships Clerk Thrust Rate,

Making passage from Newport R I to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Degr. of Clear Sky, in Glass.	State of the Sea.
A. M.	14	0															
1	7	5	71.6	SE by E	NE	3		1/2	29.96	64	64	62	72	fc	Cum	2	4
2	7	0		"	"	2		1/2	29.97	64	64	62	72	"	"	3	"
3	7	0		SE by E	"	2		1	29.98	64	64	62	72	"	"	3	"
4	7	6		"	"	2		1	29.98	64	64	62	72	"	"	2	"
5	7	5		SE by E 1/2 E	"	1-2		1	29.99	64	64	62	72	"	"	1	"
6	7	2		SE	NE by N	1-2		1	29.99	64	64	62	72	"	"	2	"
7	7	8		SE by S	E by NE	2		1	30.00	65	64	61	72	"	"	1	"
8	8	4		SE by S	"	2		1	30.00	66	65	62	73	"	"	1	"
9	8	9	71.6	S by E	East	2		1/2	30.01	66	66	63	78	"	"	2	"
10	7	6	74.2	South	E by S	2		1/2	30.01	67	67	64	74	"	"	3	"
11	7	3	75.5	"	"	2		1/2	30.01	68	68	65	74	"	"	3	"
Noon.	7	6		SE	E by E	3		1/2	30.01	68	68	66	74	"	"	2	"

70.3 Distance by Log.

Course and distance made good since preceding noon by observations, E 1/4 S 76 knots, tenths.

Position at Noon: Latitude by D. R. 41 ° 28 ' 37 " N
Longitude by D. R. 47 ° 31 ' 54 " W
Latitude by observations of ⊙ 41 ° 52 ' 18 " N
Longitude by chronometer from Forenoon Observations of ⊙ 47 ° 31 ' 54 " W

Position at 8 A. M.: Latitude by D.R. 41 ° 33 ' 33 " N
Longitude by Observation ⊙ 47 ° 22 ' 02 " W

Position at 8 P. M.: Latitude by D.R. 41 ° 58 ' 48 " N
Longitude by D.R. 46 ° 49 ' 29 " W

Current during the time, 1 1/2 knots tenths per hour, setting to the E by N 3/4 E

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 750 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1950 "
Coal consumed during the preceding 24 hours, tons, 960 lbs.
Coal remaining on hand at Noon, 124 " 2124 "

P. M.																	
1	7	0	77.3	NE by E 1/2 E	E by E	2		1	30.00	68	68	65	73	rcd	Mist	0	4
2	0	5		East	NE by N	2-1			29.99	68	68	65	73	rcp	Cirrus	0	"
3	7	0		"	West	2			29.99	68	68	65	73	bcp	"	2	"
4	7	0		"	NW by N	2			29.98	68	68	65	73	bc	"	2	"
5	7	5	80.8	"	"	2-3		1/4	29.97	66	67	65	72	rcd	Cumulus	0	"
6	8	5	76.3	E by S	N by W	3-6		1/4	29.95	66	67	65	72	rcp q	"	2	"
7	8	9	90.2	East	"	4		1	29.95	67	67	65	72	bc q	"	2	"
8	8	7	95.9	"	"	3-6		1	29.95	67	67	65	74	bc q p	"	1	"
9	8	7	1 6	"	"	3-6			29.95	67	67	65	74	bc q r	"	2	"
10	4	2	5.8	"	"	3-6			29.95	67	67	66	74	"	"	5	"
11	3	4	11.7	E by S	NW by W	3-6			29.94	67	67	66	74	"	"	4	"
Mid.	6	5	18.2	SE by S	NW by N	4-8			29.94	67	67	66	74	"	"	5	"

under the command of Commander Louis Kingsbury, U. S. Navy,

Saturday, August 17th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy and pleasant, Light to gentle breze from N.E. Barometer falling Steady, Course and speed from N.E. Ship rolling 25° to Starboard and 17° to Port. Hauling by the wind on the port tack under double reefed topsails, foresail, Single reefed mainsail, and foretopsail Staysail.

J. W. Jordan
Lieutenant U.S.N.

4 to 8 A.M. Light airs to light breze from N.E. & E. Ships rolling deeply at times to long swell from N.E. By the wind on port tack under double reefed topsails Course. At 6.00 made sail to the gallant sails. Except Spanker. Course to be made East.

J. Lyon
Lieutenant U.S.N.

8 A.M. to Meridian. Weather fair clouding up Inboard ends of reefs. Kept to gentle breze from East to E. & E. Barometer Steady. At 9.68 put over patent log reading 71.6 Hauled it in at 10.45 reading 78.5. At 10.45 wore Ship and set Spanker. At 11.40 Sighted a sail 3 points forward of port beam. Ship close hauled on starboard tack at end of watch. At 12.00 put over patent log reading 75.5.

W. B. Whittlesey
Lieutenant U.S.N.

Meridian to 4 P.M. Overcast, with light passing rain showers from S.W. during first part to Course. Kept to breze from E. & E. veering to W.N.W. Calm about 2.00 P.M. At 3.45 took in patent log reading 77.6. By the wind on Starboard tack end on Course East. Dong & Ely scored 1½ past end of Ely scored second part of watch. Ran Squall passing ahead Astern to S.E. At 3.30 set log again. At 3 hauled up Mainsail. At 3.30 took in spanker. Alfred C. Kay (Yeoman) was honorably discharged from Naval Service this date by reason of expiration of Enlistment.

R. D. Tisdale
Ens. Ensign U.S.N.

4 to 8 P.M. Generally overcast Cloudy & squally with passing Showers of rain & wind veering to Light breze from N.W. Took in 1st reefs & top gallant sails at 4.45. At 6 O'clock hauled down foresail & took Single reefs in topsails. At end of watch on Course East under single reefed topsails foresail & foretopmast Staysail. Barometer Steady.

L. McGlone
Asst. Engr. U.S.N.

8 P.M. to Midnight. Cloudy with passing showers clearing at intervals and then shutting down. Gentle to Moderate breze with fresh squalls from N.W. by W. increasing in force and hauling to N.W. & last hour of watch. Starting a Course East under single reefed topsail foresail fore topmast staysail Running off in squalls at 11.20 started to close reef the maintopsail At 11.45 called all hands reef topsails at end of watch finished reefing topsails and started to take two reefs in foresail. Ship by the wind on the port tack. Set up preventer Backstays.

Examined and found to be correct.

J. W. Jordan
Lieutenant U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4–26

LOG of the UNITED STATES Ship Essex Third **Rate,**

Making passage from Norfolk V.D. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dept. of Clear Sky, in Tenths.	State of the Sea.
A. M.	33	4															
1	5	4	33.6	SE x E	NE x N	4.7		1	29.94	66	66	65	73	bcdq	Cus Strat	1	40
2	4	4	38.0	"	"	4.7		1	29.94	66	66	65	72	bcq	"	2	"
3	3	0	41.0	ESE	"	4.7		1	29.92	66	66	65	72	bcq	"	2	"
4	3	6	43.6	ESE 1/2 E	NNE	4.7		1	29.92	66	66	65	71	bcq	"	2	"
5	3	4	45.6	"	"	5.6		1	29.98	65	65	63	71	bc	"	1	"
6	3	2	47.8	"	"	4.5		1	29.99	65	65	62	72	"	"	2	"
7	1	5	48.8	"	NNE	3.4		1	30.01	66	65	63	72	"	"	2	"
8	3	0	51.8	East	"	4			30.03	67	66	64	73	"	"	3	"
9	4	5	56.3	"	North	4		1/2	30.04	67	66	63	73	"	Cum	4	M
10	4	7	61.0	ESE 1/4 E	NxE	3		1/2	30.06	67	66	62	73	"	"	3	"
11	3	3	64.3	ESE 1/2 E	"	3		1/2	30.06	67	67	64	73	"	Cirrus	5	"
Noon.	3	5	67.8	"	"	3		1/2	30.07	67	68	64	72	"	"	2	"

88.9 Distance by Log.

Course and distance made good since preceding noon by observations E 5/8 N. 109 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 41 053 33" N
- Longitude by D. R. 45 027 05" W
- Latitude by observations of ⊙ 42 004 28" N
- Longitude by chronometer from Forenoon Observations of ⊙ 44 050 28" W

Position at 8 A. M.:
- Latitude by D. R. 41 050 30" N
- Longitude by Equal altitudes ⊙ 45 019 36" W

Position at 8 P. M.:
- Latitude by D. R. 42 005 58" N
- Longitude by Meridian Observation ⊙ 44 023 30" W

Current during the time, 1 1/2 knots tenths per hour, setting to the N. E by E 7/8 E

Error of the Compass by Azimuth ⊙ observed at 4.30, ship's head East 10 030 W

Deviation of the Compass by Azimuth ⊙ observed at 4.30, ship's head East 11 010 E variation used, 21 30 W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours; "

Water remaining on hand fit for use at Noon, 7870 "

Coal consumed during the preceding 24 hours, tons, 620 lbs.

Coal remaining on hand at Noon, 124 " 1527 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dept. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	3	4	61.2	ESE 1/4 E	NxE	3		1	30.09	67	67	63	73	bc	Cum Strat	2	M
2	3	4	64.6	ESE 3/4 E	"	3.4		1	30.09	66	68	64	73	bcqd	"	3	"
3	3	0	67.6	ESE 1/2 E	NNE	4.1		1	30.11	64	67	64	73	bcqp	"	2	"
4	3	6	70.6	E 1/2 S	NxE	4		1/2	30.12	66	66	63	73	bc	"	3	"
5	5	7	76.3	ESE 3/4 E	"	4.5		1/2	30.13	65	66	63	72	"	"	3	"
6	6	2	82.5	E 1/2 S	"	4.5		1/2	30.18	65	65	64	71	"	"	2	"
7	5	9	88.4	East	"	4.5		1/2	30.14	65	65	62	71	"	"	1	"
8	6	4	94.8	E 1/2 N	North	4.5		1/2	30.17	64	64	60	71	"	"	3	"
9	6	3	1.1	"	NNE	4.5		1/2	30.16	64	64	60	71	"	Cum	1	"
10	5	6	7.0	"	"	4		1/2	30.16	63	63	60	72	"	"	1	"
11	5	6	12.8	"	"	4		1/2	30.16	63	63	60	73	"	"	2	"
Mid.	5	4	11.4	E 3/4 N	North	4		1/2	30.16	64	64	60	73	"	"	2	"

under the command of Commander Louis C. Kingsley, U. S. Navy,

Sunday, August 18th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Moderate & Cloudy, with drizzling rain first hours. Moderate breeze to moderate gale from N. by E. Steering with the wind on port tack heading to S. & E. Course to be made Good. Took in reefs in foresail and set it. Unbent & set for Storm Staysail. Unbent Storm Mizzen. Close reefed topsails, double reefed foresail for topmast staysail & for Storm staysail after 1 O'clock.

J. B. Lamb
Lieutenant U.S.N.

From 4 to 8 A.M. Weather cloudy and squally first hour clearing during rest of watch. Fresh breeze in squalls from N.N.E. falling to moderate breeze from N. by E. Barometer rising. At 6h 45m Struck out handed sail for storm staysail and made plain sail to topsails, except main sail. At 7h 45m set main sail steering a course at end of watch. Sent down provision boxes.

W. B. Whiteley
Lieutenant U.S.N.

From 8 to Meridian Cloudy but pleasant. Gentle northerly breezes. On course East by the wind on port tack. At 9h 25m set topgallant sails. Main & Mizzen topmast staysails. Sent down fore storm staysail & storm mizzen. At 9h 35m had quarters for muster and Commanding Officer inspected Ships Company at 10 Commanding Officer read a Divine Service. Moderate & Cloudy.

R. D. Gradale
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy with occasional rain squalls. Thunder & lightning at 1h 20m took in topgallant sails, main & Mizzen topmast staysails. Spanker and mainsail. Made sail again at 3h 20m as before. Reefed in foot log at 3 O'clock & put it over again at 3h 20m. Light to moderate breeze from N. by E. to N.N.E. Barometer rising. Embarked Ray, Patten & Longsworth.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Cloudy and Cool. Moderate to stiff breeze from N.N.E. to N. Barometer rising. Moderate & Cloudy sweet. Steering by the wind on the port tack under close plain sail to topgallant sails, main and Mizzen topmast staysails.

J. H. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight Partly cloudy. Moderate breeze from N. by E. & North. By the wind on port tack first three hours, on course E 3/4 N. Last hour Under close plain sail to topgallant sails.

J. B. Lamb
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Glass.	State of the Sea.
A. M.	6	8		E 3/4 N													
1	7	5	27.7	N E	N E × E	4.2		1/2	30.17	63	64	61	73	fc q n	Cum Strat	2	M
2	8	9	36.6	"	"	3-4		1/2	30.17	63	64	61	73	"	"	2	"
3	8	8	45.9	E × S	N E. E	2-4		1/2	30.17	63	64	61	74	"	"	2	"
4	7	9	53.8	"	"	2-3		1/2	30.18	63	63	60	74	"	"	2	"
5	8	8	61.5	E 1/4 N	"	3		1/2	30.18	65	64	60	72	f c	Cum Strat	3	"
6	8	0	69.5	E 3/4 N	"	3		1/2	30.19	64	63	60	73	"	"	3	"
7	7	9	77.4	E 1/2 S	N E	2-3		1/2	30.20	64	63	60	73	b c f	"	2	"
8	4	3	85.7	E S E 1/2 E	"	3		1/2	30.21	64	63	59	73	"	"	3	"
9	1	5		E × S	N. N. E	2-3		1	30.21	64	63	60	72	"	"	2	"
10	3	7	93.1	E 1/4 N	North	3		1/2	30.21	64	64	60	71	b c	"	4	"
11	5	9	98.8	E × S	N × E	3		1/2	30.21	64	64	60	71	"	Cum	5	"
Noon.	3	6	60.4	E S E 3/4 E	N. N. E	3		1	30.21	64	65	60	68	"	"	6	"

103.2 Distance by log.

Course and distance made good since preceding noon by observations, E 1/2 N 10 1/4 knots, tenths.

Position at Noon:
- Latitude by D. R. 42 ° 26 ' 16 " N
- Longitude by D. R. 43 ° 59 ' 48 " W
- Latitude by observations of ⊙ 42 ° 13 ' 21 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 42 ° 34 ' 40 " W

Position at 8 A. M.
- Latitude by D. R. 42 ° 24 ' 32 " N
- Longitude by Forenoon Observation ⊙ 42 ° 51 ' 06 " W

Position at 8 P. M.
- Latitude by D. R. 42 ° 16 ' 09 " N
- Longitude by Afternoon Observation of ⊙ 41 ° 44 ' 48 " W

Current during the time, 23/24 knots tenths per hour, setting to the N E by E 1/2 E 21 ° 18 ' W

Error of the Compass by Azimuth ⊙ observed at 4 h 30 m P.M., ship's head East
Deviation of the Compass by Azimuth ⊙ observed at 4 h 30 m P.M., ship's head East 5 ° 42 ' E variation used, 27° W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1050 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 174 " 1527 "

P. M.																	
1	3	5	64.1	E S E 1/2 E	N. N. E	3		1	30.23	65	66	60	72	b c	Cum	8	M
2	3	3	67.3	"	"	3		1	30.24	65	66	60	73	"	"	1	"
3	2	5	69.4	E 1/2 N	North	3		1	30.25	65	66	61	72	"	"	8	"
4	2	5	71.9	E × N	"	2		1	30.26	65	66	61	72	"	"	8	"
5	2	5	73.6	"	"	2		1	30.26	65	66	60	72	"	"	8	"
6	3	0		E 1/2 N	N × E	2		1	30.26	65	65	60	69	"	"	6	"
7	2	0		E 1/2 S	"	2		1	30.26	65	64	60	69	"	"	7	"
8	1	5		East	N. N. E	1-2		1	30.27	65	64	60	69	"	"	7	"
9	1	4		E 1/2 N	"	1		1/2	30.27	65	64	60	68	"	"	7	"
10	1	3		East	"	0-1		1/2	30.27	64	64	59	67	"	"	6	"
11	1	4		E 1/2 N	North	0-1		1/2	30.27	64	64	59	67	"	Cirro Strat	5	"
Mid.	1	6		E × E 1/2 E	N. N. W	1		1/2	30.27	64	64	59	67	b c f	"	4	"

under the command of Commander Louis Kingsley, , U. S. Navy,

Monday August 19th , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M.

Weather fair clouding up during first hour of watch with passing rain squalls. Moderate to stiff breeze from North shifting about 12:30 to NE and dropping to light breeze then gradually hauling in squalls to North toward end of watch. At 12:30 took in main and mizzen top mast stay sails, main sail and spanker. At 2 O'Clock took in top gallant sails. Sighted a steamer white and green lights about two points on starboard bow standing to SE.

W B Whittlesey
1st Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Light passing rain showers latter part of watch. Light and gentle breeze from NNE to N. By the wind on port tack. Course E 3/4 N. Making it head hour. At 4:30 set mainsail and top gallant sails. Moderate NNE Light

R. L. Linsdale
Ensign U.S.N.

From 8 A.M. to Meridian.

Cloudy and pleasant gentle breeze from N. N. E. to North hauling again to N.N.E. Steady barometer. By the wind on port tack. At 9:45 course was changed to E.N.E. 1/2 E. At 9:05 set top mast stay sails & spanker. Had quarters at 9:30 and first period had instruction in seamanship. Second period boxing the compass & rigging. Hauled in port log at 8:30 & put it over at 9 O'C. Reading 4 4/4

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M.

Clear and pleasant. Light to gentle breeze from N.N.E. to N. Steering by the wind on port tack under all plain sail to top gallant sails, main & mizzen and mizzen top mast staysail. Instructed apprentices per routine. Barometer rising, moderate swell from N.E.

J. K. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light airs to light breeze from N. & E. By the wind on port tack under all sail to top gallant sails. At Sunset exercised all hands in reefing topsails.

L. Lucas
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather clear. Clouding up with passing rain showers last hour of watch. Calm to light airs from N.N.E. hauling to N.N.W. Barometer steady. At 9:30 took in spanker. Ship close hauled on port tack. Steering a course last hour of watch.

W B Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.	3/4	5		East.	N. by E.	1-0			30.38	64	64	60	68	b c	Nim Cum	6	M
1	1	5		E. & E.	N. E by E.	1-0			30.29	64	64	60	68	b c p	"	4	"
2		5		N E.	N E.	1-0			30.28	64	64	60	68	b c	"	4	"
3	0	2		E by S.	N. N. E.	1-0			30.28	64	64	60	68	"	Cum	8	"
4		5		S E.	E. N. E.	0-1	2		30.28	64	64	60	68	"	"	8	"
5		5		S E.	N. E.	0-1	2		30.28	65	63	59	68	"	Cir Str	8	"
6	1	0		S. E. & S.	N. E.	0-1	2		30.30	66	64	60	68	"	"	9	"
7	1	0		S E. & S.	N. E. & E.	0-1	2		30.30	68	64	60	68	"	"	9	"
8	1	0		S. S. E.	East	0-1											
9	3	5		South	E. & S	0-1			30.31	67	65	61	69	"	"	9	"
10	2	0		N. by E.	S E. & E	1-2	1		30.31	66	65	60	69	"	"	9	"
11	2	0		N. E.	S E. E	1-2	1		30.31	66	66	60	69	"	"	8	"
Noon.	2	4		N. E. 1/2 E.	S E.	2	1		30.31	66	66	60	69	"	"	8	"

39.6 Distance by log.

Course and distance made good since preceding noon by observations, E by S

74 knots, tenths.

Position at Noon:
- Latitude by D. R. — 42 ° 19 ' 42 " N
- Longitude by D. R. — 41 ° 27 ' 54 " W
- Latitude by observations of ⊙ — 42 ° 05 ' 15 " N
- Longitude by chronometer from Forenoon Observations of ⊙ — 40 ° 58 ' 06 " W

Position at 8 A. M.
- Latitude by D. R. — 42 ° 15 ' 10 " N
- Longitude by Observation ⊙ — 40 ° 58 ' 30 " W

Position at 8 P. M.
- Latitude by D. R. — 42 ° 28 ' 13 " N
- Longitude by — 40 ° 12 ' 00 " W

Current during the time, 1 1/2 knots tenths per hour, setting to the S E by E 1/8 E

Error of the Compass by Azimuth ⊙ observed at 4 30 M ship's head E N E 1/4 E — 30 ° " '

Deviation of the Compass by Azimuth ⊙ observed at 4 30 M ship's head E N E 1/4 E — 6 ° 44 ' E — variation used, 27° W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' . variation used, ° '

Water expended during the preceding 24 hours, 480 gallons.

Water Received during the preceding 24 hours, 100 "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons, 1600 lbs.

Coal remaining on hand at Noon, 123 " 2167 "

P. M.																
1	3	5		N. E. & E. 3/4 E.	S. E. & S.	2	1/2	30.30	66	66	60	68	b c	Cum Cum	6	M
2	3	5		E. & E.		3	1/2	30.29	67	66	60	68	"	"	8	"
3	4	0	77.7	E. N. E. 1/4 E.		3	1/2	30.28	67	66	60	68	"	"	6	"
4	4	3	82.0	"	S. E.	3	1/2	30.28	67	66	61	70	"	"	6	"
5	4	0	85.9	"	"	3	1/4	30.27	67	66	61	69	"	"	5	"
6	4	1	90.0	"	"	3	1/4	30.27	67	66	61	70	"	"	4	"
7	3	4	93.4	"	"	3	1/4	30.24	67	66	61	70	"	"	3	"
8	3	7	97.1	"	"	3	1/4	30.23	68	67	62	70	"	"	2	"
9	4	0	101.1	"	"	3	1/2	30.22	68	67	62	70	"	"	2	"
10	4	6	5.7	"	"	3	1/2	30.20	68	68	63	70	"	"	2	"
11	5	6	11.3	"	"	4	1/4	30.19	68	68	64	70	"	"	2	"
Mid.	6	4	17.7	"	"	4			68	68	64	70	"	"	1	"

4—26

under the command of Commander Louis Kingsley, U. S. Navy,

Tuesday, August 20th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair and pleasant. Calms and light Northerly airs. Course E. N. E. 1/2 E. but not making it. By the wind on port tack. Under plain sail to top gallant sails except spanker & main & mizzen t'gm mast stay sails. At 2d took in main sail & mizzen top mast stay sails.

R. D. Tisdale
Ens[n] U.S.N.

From 4 to 8 A.M. Clear and pleasant. Calms to light airs hauling from N.N.E. to East. Hauled up main sail at 4.30 and bedding & scrubbed hammocks. 5 O'Clock sighted a sail bearing S.S.E. Ship without steerageway great part of watch. Course E.N.E. 1/2 E.

L. M. Norman
Engr U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Light airs to light breeze from E. to S.E. Barometer steady. Smooth sea. Steering by the wind on port tack under plain sail to t'gallant sails except mainsail and spanker. At 9 O'Clock Course Ship. At 10.30 set t'gm mast stay sail and hammocks. At 10.45 set royals & flying jib. Served out clean hammocks and inspected bedding. A sail in sight to the S.E. making it 10.45. Tested fires for distilling purposes.

J. Jordan
Asst Engr U.S.N.

Meridian to 4 P.M. Fair and pleasant. Light to gentle breeze from S.E. by S. to S.S.E. By the wind on the starboard tack with 130 revs. Ship came up to Course E.N.E. 1/4 E. which was steered first of watch. Course was changed from E.N.E. 1/2 E. to E.N.E. 1/4 E. at 1 O'Clock. Under all sail except mainsail and mizzen t'gmast stay sail, at first. At 2 set all sail. At 1.45 dipped down scrubbed hammocks & turned them in. From 2.30 to 4 instructed apprentices of the watch in Compass, Log and Lead. Tested magazine & shell room. Took Coken and found them to be in working order.

J. L. Lyon
Asst Engr U.S.N.

From 4 to 8 P.M. Weather fair clouding up toward end of watch. Gentle breeze from S.S.E. Barometer falling. At 6.45 increased at times. Reefing t'gm sails. At 7 Cleaning Ship under all sail except main trysail. Steering & Course. Distilling.

W. B. Whittlesey
Asst Engr U.S.N.

From 8 P.M. to Midnight. Cloudy but pleasant. Clouds from South principally. Wind gradually freshening. Gentle to moderate breeze from S.S.E. On Course E.N.E. 1/4 E. Under all sail except main trysail. Distilling.

R. D. Tisdale
Ens[n] U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES — Ship Essex — Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Use Sea
A. M.	5	0	1														
1	6	9	34.6	E.N.E 1/4 E	S.S.E	4		1/2	30.18	64	64	64	70	b c	Cirro Nimbus	0	M
2	7	2	41.8	"	"	4		1/2	30.17	67	67	64	69	o c q	"	0	"
3	7	1	48.9	"	"	4.5		1/2	30.15	67	68	64	69	"	Cirro Nimbus	0	"
4	6	8	55.7	"	"	4.5		1/2	30.10	68	68	64	69	"	"	0	"
5	6	9	62.6	"	"	5.6		1/2	30.12	68	68	65	69	b c	"	3	"
6	7	5	69.1	"	S. by E	6.7		1/2	30.10	68	68	65	69	o c	"	0	"
7	7	3	76.4	"	"	6.7		1/2	30.10	69	68	66	69	o c p	Cirro Cumu	0	"
8	7	2	83.6	"	"	6.8		1/2	30.08	67	68	66	68	o c n	Nimbus	0	"
9	7	0	90.6	E.N.E 3/4 E	South	5.7		1/2	30.06	66	67	65	68	o c q m	"	0	"
10	6	6	97.2	"	S by E	5.6		1/4	30.05	66	66	65	68	"	"	0	"
11	6	7	104.9	"	S.S.E	5.6		1/4	30.04	66	66	65	68	"	"	0	"
Noon.	7	9	112.8	"	"	5.7		1/4	30.03	65	65	64	68	"	"	0	"

132.2 Distance by log.

Course and distance made good since preceding noon by observations, E 3/4 E 144 knots, tenths.

Position at Noon:
- Latitude by D. R. 43 ° 37 ′ 18 ″ N
- Longitude by D. R. 38 ° 24 ′ 00 ″ W
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by A. R. 43 ° 21 ′ 20 ″ N
- Longitude by A. R. 38 ° 56 ′ 00 ″ W

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, 1 tons, 469 lbs.

Coal remaining on hand at Noon, 122 " 1767 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Use Sea
P. M.																	
1	5	7	5.0	E.N.E 3/4 E	S.E	6		1/2	30.02	65	65	64	68	o c q	Nimbus	0	M
2	4	9	10.2	"	"	6		1/2	30.00	66	65	64	68	"	"	0	"
3	3	2	13.0	E.N.E 1/2 E	S.S.E	6.1		1	30.00	66	66	65	68	"	"	0	"
4	3	3	16.9	N.E	"	6.7		1	29.99	65	65	64	68	"	"	0	"
5	4	1	21.0	N.E. E 1/2 E	S.E. by S	6.7		1 1/2	29.95	65	65	64	68	o c n q	"	0	"
6	5	8	26.8	N.E. by E	"	6.7		1	29.94	65	65	64	68	o c n q	"	0	"
7	4	7	31.5	"	"	6.7		1	29.94	65	65	64	68	"	"	0	"
8	5	4	36.9	"	"	6.7		1	29.91	65	65	64	68	"	"	0	"
9	5	6	42.5	"	"	6		1	29.96	66	66	65	69	"	"	0	"
10	4	9	47.4	"	"	5		1	29.96	66	66	65	68	o c q	"	0	"
11	3	5	50.9	N by E	S E by E 1/2 E	4.5		1	29.96	66	66	65	67	"	"	1	"
Mid.	3	4	54.3	N.N.E	E.S.E	2.4		1	29.96	66	66	65	69	"	"	0	"

under the command of Commander Louis A Bridgman, U. S. Navy,

Wednesday August 21st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Mostly 4 AM Generally overcast, with moderate to stiff breeze from S.S.E. Barometer falling, at 2 O'Clock took in royals, flying jib & Spanker. at 3.40 took in main and mizzen top mast stay sails. On Course E.N.E 1/4 E.

L. M. Mannix
Ens. U.S.N. Ensign U.S.N.

From 4 to 8 AM Cloudy and threatening first part of watch, overcast, cloudy, and raining latter part. Moderate breeze increasing to a moderate gale from S.S.E to S.S.W. Barometer falling. Moderate. Scroll from S. steering Course E.N.E 1/4 E under plain sail to topgallant sails except Spanker. At 4.30 hauled up weather clew of mainsail. at 6.30 took in and furled topgallant sails. Passed a topsail schooner standing to the W.N.W.

W. H. Jordan
2nd Lieutenant U.S.M. 2nd Lieutenant U.S.M.

From 8 A.M to Meridian Overcast, misty & rainy. Fresh breeze increasing to moderate gale in squalls from South at first, veering to S.S.E last half. Steering Course E.N.E 3/4 E under fore topmast staysail, fore sail, fore & main topsails & lee clew of mainsail. Moderate Sea.

J. C. Colby
2nd Lieutenant U.S.M. 2nd Lieutenant U.S.M.

From Meridian to 4 P.M. Weather overcast and clouds with heavy rain squalls. Fresh breeze to moderate gale from S by E to S.S.E. Barometer falling. At 12.30 took in lee clew of mainsail. At 1.30 called all hands took third reefs in topsails and single reef in foresail, hauled down jib. Got up the Barometer Glass, Storm Mizzen and foretopm stay sail.

W. B. Whittlesey
2nd Lieut. U.S.M. 2nd Lieutenant U.S.M.

From 4 to 8 P.M. Overcast, and cloudy; light rain & misty first hour. Stiff to very fresh breezes in squalls from S.S.E and S.E by S. Keeping the wind on Starboard beam. No change in sail. At 5.30 sighted a schooner under all sail except flying jib bearing South and standing to N.W. At end of watch signalled to E.S.E. Moderate Sea.

R. D. Tisdale
Ens. U.S.N. Ensign U.S.N.

From 8 to Midnight Overcast cloudy & squally with fair driving rain. Fresh to light breezes from S.E by S to E.S.E. No change in Sail. Put rolling tackles on launches. Thickening to Eastward at end of watch. Steady Barometer.

Examined and found to be correct.

L. M. Mannix
Ensign U.S.N.

John Sulford
2nd Lieutenant U.S.M. Navigator.

4—205

LOG of the UNITED STATES Ships Crew This Rate,

Making passage from Newport R. I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stations Dist. Sea
A. M.	8	5															
1	2	8	57.1	N.x E. 1/2 E.	E.S.E.	3-4		2	29.98	65	66	65	67	o c n q	Nimbus	0	m
2	2	9	59.8	N. E.	E. x S.	3-4		2	29.98	65	65	64	67	"	"	0	"
3	2	8	62.6	"	"	3-4		1	30.00	65	65	64	67	"	"	0	"
4	2	0	Lost 3	"	"	3-4		1	30.01	65	65	64	67	"	"	0	"
5	2	5	66.6	"	"	3-4		1	30.01	65	65	64	67	o c q m n	Cirrus Cumulus	0	"
6	2	4		N.N.E. 3/4 E.	E.S.E.	3-4		1	30.02	65	64	63	67	"	"	0	"
7	2	5		N. E. 1/2 N.	S.E. by E.	3		1 1/2	30.04	65	65	64	67	o c m	Nimbus Cumulus	0	"
8	2	7		"	"	3		1 1/2	30.05	65	65	64	68	o c m	"	1	"
9	2	1		N.E. x N.	"	1-2		1	30.06	65	65	64	67	o c m	"	0	70
10	1	7		N. E. 1/4 N.	"	1		1	30.08	66	65	65	67	"	"	0	4
11	2	0		N.E. x N.	"	1-2		1	30.09	66	65	65	67	b c m	Cumulus	5	"
Noon.	2	0		"	"	1-2		1	30.09	66	65	65	67	o c m d	Cumulus	0	"

87.9 Distance by log.

Course and distance made good since preceding noon by observations, N. by E. 1/2 E. 99 knots, tenths.

Position at Noon:
- Latitude by D. R. 44° 52' .05" N.
- Longitude by D. R. 37° 54' .24" W.
- Latitude by observations of ☉ 45° 12' .18" N.
- Longitude by chronometer from Forenoon Observations of ☉ 37° 46' .27" W.

Position at 8 A. M.:
- Latitude by D. R. 44° 52' .05" N.
- Longitude by the noon observation ☉ 37° 48' .45" W.

Position at 8 P. M.:
- Latitude by D. R. 45° 16' .48" N.
- Longitude by D. R. 37° 28' .33" W.

Current during the time, 3/3 knots tenths per hour, setting to the N. by E. 1/2 E.

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Rectified during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at Noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 910 lbs.

Coal remaining on hand at Noon, 121 " 197 "

P. M.																	
1		5		N.W. by W.	South	1-0			30.07	67	67	66	69	o c d	Cumulus	0	m
2		1		West	"	1-0			30.08	67	67	66	67	o c	"	1	"
3		5		S. by W.	"	1-0			30.09	67	67	66	67	"	"	0	"
4	1	0		East		2			30.10	67	67	66	67	"	"	0	"
5	2	2		S.W. by W.	S.S.E.	1-2		3/4	30.10	66	66	65	67	o c d	"	0	"
6	3	0	66.6	East	S.	2		1	30.10	66	66	65	67	"	"	0	8
7	2	4	69.0	S. 1/2 W.	"	2		1/2	30.10	65	66	65	67	"	"	0	"
8	2	0	69.6	S. 1/4 W.	"	2		1	30.11	65	66	65	67	"	"	0	"
9	3	6	73.0	S. 1/2 W.	"	2-3		1/2	30.11	65	65	64	67	o c m d	"	0	8
10	4	6	77.6	"	S.S.E.	4		1/2	30.09	65	65	64	66	"	"	0	"
11	5	6	83.1	"	"	4		1/2	30.09	65	65	64	66	o c m	"	0	"
Mid.	4	7	87.8	S. 1/2 W.	"	4		1/2	30.09	66	65	64	66	"	"	0	"

under the command of Commander Louis Kingsley, , U. S. Navy,

Thursday, August 27th, 18 95.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM

Overcast cloudy rainy and squally. Light to moderate breeze from E.S.E. to E. & S. Barometer rising slowly. Moderate sea from S.E. Steering by the wind on starboard tack under double reefed topsails, single reefed fore sail, and fore topmast staysail.

J.V. Jordan
2d Lieutenant U.S.M.C.

From 4 to 8 AM

Cloudy with mist, light drizzling rain & light squalls first half. Light to Moderate breeze from S.E. to E. By the wind on starboard tack under double reefed topsails, single reefed foresail & fore topmast staysail. At 6 AM made sail to topsails & reefed spankers. At 6.30 set fore storm staysail & storm mizzen to dry.

J.D. Luby
2d Lieutenant U.S.M.C.

From 8 A. M. to Meridian

Weather fair clouding over with mist. Light airs to light breeze from S.E. by E. Barometer rising. At 9.30 mustered Crew at quarters and exercised divisions as per routine. At 10.45 exercised fore boat at squads till 11.45. Set topgallant sails and flying jib crossing the royals to dry. By order of Commanding Officer C.D. Blaisdell (App. 3 d) was placed in solitary confinement on bread and water for 3 days for persistent disorder at drills.

W.B. Whittlesey
2d Lieutenant U.S.M.C.

From Meridian to 4 P.M.

Overcast & cloudy, misty around horizon. Calm & light airs to breezes from S.E. to South. Course East making & part of watch. At 1.30 sent down main royal & topgallant yards unrove their sails, bent spare ones & sent yards aft again. At 3.30 made sail sail as per except main topsail & spankers. Distilling.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast & cloudy, misty around horizon. Light breeze from S.S.E. to S by E. Made sail as in previous watch. At 7.0 Clear & exercised at securing top sails. Steady Barometer. Distilling.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy weather, occasionally breaking away and then clouding over again. Light to moderate breeze from S.E. to S.S.E. Barometer steady. Smooth sea. Steering by the wind on the starboard tack under all sail except main topsail and spankers. Stopped distilling.

J.V. Jordan
2d Lieutenant U.S.M.C.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England.

Hours	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass	WIND. Force	Heel	Leeway	BAROMETER. Height in inches	BAROMETER. Ther. att'd	TEMPERATURE. Air. Dry Bulb	TEMPERATURE. Air. Wet Bulb	TEMPERATURE. Water at Surface	State of the Weather, by symbols	Forms of Clouds, by symbols	Prop. of Clear Sky, in Tenths	State of the Sea
A. M.																	
1	5	8	93.6	E ¼ N.	Sly.	4		½	30.08	66	66	64	66	b.c.m.	Nim Cum	0	M
2	6	0	99.6	East	"	4		½	30.07	65	66	65	66	"	"	0	"
3	5	4	05.0	"	"	4		½	30.06	65	66	65	66	"	"	0	"
4	5	9	10.9	E ½ N.	"	4		½	30.03	65	66	65	67	"	"	0	"
5	6	7	17.6	E ¼ N.	"	4 5		½	30.04	65	65	64	67	o.c.m.	"	0	"
6	7	2	24.8	E ¾ N.	"	5		½	30.02	65	66	64	68	o.c.m.d.	"	0	"
7	6	8	31.6	E ½ N.	"	5 6		½	30.03	65	65	64	68	o.c.m.	"	0	"
8	6	2	37.8	E ¾ N.	"	6		1	30.01	67	66	65	69	o.c.d.f.	"	0	"
9	7	2	45.0	"	"	6		¾	30.02	66	66	65	69	"	"	0	"
10	6	5	51.5	"	"	5 6		¾	30.02	66	66	65	69	"	"	0	"
11	6	4	57.9	"	"	5 6		¾	30.01	65	65	64	66	"	"	0	"
Noon.	4	5	63.4	"	"	5 6		¾	29.99	65	65	64	66	"	"	0	"

104.8 Distance by log.

Course and distance made good since preceding noon by observations, N 6 by E ¼ E 97 knots, tenths.

Position at Noon:
- Latitude by D. R. 45 ° 10 ' 30 " N
- Longitude by D. R. 35 ° 50 ' 21 " W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by D. R. 45 ° 57 ' 06 " N
- Longitude by D. R. 35 ° 50 ' 21 " W

Position at 8 P. M.
- Latitude by D R 46 ° 36 ' 06 " N
- Longitude by D R 34 ° 47 ' 22 " W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 420 gallons.

Water Distilled during the preceding 24 hours, 800 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 310 lbs.

Coal remaining on hand at Noon, 120 " 487 "

Hours	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass	WIND. Force	Heel	Leeway	BAROMETER. Height in inches	BAROMETER. Ther. att'd	TEMPERATURE. Air. Dry Bulb	TEMPERATURE. Air. Wet Bulb	TEMPERATURE. Water at Surface	State of the Weather, by symbols	Forms of Clouds, by symbols	Prop. of Clear Sky, in Tenths	State of the Sea
P. M.																	
1	7	1	69.3	E ¼ N.	S. E	5 6		1	29.97	65	65	64	67	o.c.d.f	Cirro Cumulus	0	M
2	6	2	75.7	East	"	5 6		¾	29.94	65	65	64	66	"	"	0	"
3	6	3	81.9	"	South	6 7		1	29.94	65	65	64	66	"	"	0	"
4	6	3	88.3	E ¼ S.	S. W	6		1	29.92	65	65	64	66	o.c.f.	"	0	"
5	5	9	94.2	"	"	6		½	29.90	65	65	64	66	o.c.m.f.	"	0	"
6	6	1	100.3	"	"	6		½	29.89	65	65	64	65	"	"	0	"
7	6	6	6.9	"	"	6		½	29.87	65	66	65	66	"	"	0	"
8	6	5	13.6	"	"	6			29.88	66	66	65	66	"	"	0	"
9	6	4	20.0	"	"	6			29.90	66	66	65	66	b.g.d	"	2	"
10	5	8	25.8	"	S. S. W	5			29.90	65	65	65	65	b.c.m.d	"	2	"
11	4	8	30.6	"	S. W	4			29.90	65	65	65	65	b.c.m.d	"	0	"
Mid.	2	4	33.0	"	W. b. W	3			29.91	64	64	63	64	b.c.p.d.m	"	0	"

under the command of Commander Doris Kingsbery, U. S. Navy,

Friday, August 23rd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and Until 4 A.M.

Cloudy and misty. Moderate breeze from S by E. By the wind on Starboard tack first hours, on Course East. Second & third hours. By the wind on Starboard tack last hour. Under sail & sail & Kept main trysail & Spanker.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather overcast and cloudy with passing fog banks setting in thick at times. Moderate breeze increasing to fresh breeze from S. by E. Barometer falling. At 4.30 took in the royals and flying jib. At 5 O'Clock took in main and mizzen top mast stay sails. At 6 commenced distilling. At 6.30 took in top gallant sails. At 7.30 took single reef in topsails. Ship close hauled on Starboard tack.

W. B. Whittlesey
Lieutenant U.S.M.C.

From 8 A.M. to Meridian

Overcast & cloudy frequently foggy & misty. Stiff and fresh breeze from S by E. By the wind on Starboard tack. No change in sail. Finished distilling at 11.30. Moderate Sea.

R. L. Goodale
Ensign U.S.N.

From Meridian to 4 P.M.

Overcast and cloudy, misty greater part of watch. At 1.45 took a second reef in the topsails & put on the preventer backstays. By the wind till 1 O'Clock when made course East till 3 O'Clock when Course was changed to E. by S. Barometer falling. Clearing to the westward at end of watch. Fresh breeze from S. by E. to S. by W.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.

Overcast, cloudy, passing mist and rain showers. Fresh breeze from S. by W. Barometer falling slowly then steady. Moderate sea from S.W. Steering a course E. by S. under double reefed topsails, single reefed main sail, foresail, jib & fore top mast stay sail.

J. W. Jordan
Lieutenant U.S.M.C.

From 8 P.M. to Midnight

Cloudy & misty with drizzling rain at times. Strong breeze from S. by W at first hauling to S. by W. moderating second & third hours. At 11 wind suddenly fell light & shifted to West and then to W.N.W. Steering Course E. by S. At 9.50 Shook reefs out of topsails. At end under plain sail to topsails & C.P. Spanker and port clew of mainsail.

J. C. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Ocean" Third Rate,

Making Passage from Newport R. I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	10																
1	3	4	35.4	E ½ S	W × N.	3			29.90	63	63	62	64	fc. mb	Cirro	4	20
2	3	4	38.8	"	"	3			29.90	63	62	61	64	b.c. m.	Cumo	7	"
3	2	5	41.1	"	West	2			29.90	63	62	61	63	"	"	8	"
4	3	0	44.0	"	W × S	2			29.90	62	61	60	62	"	"	4	"
5	3	1	47.8	"	W. S.W.	3			29.92	63	62	60	62	f.c.	"	8	"
6	5	0	52.8	"	"	4			29.94	64	62	60	62	"	"	9	"
7	5	9	58.7	"	"	4			29.97	66	64	62	64	"	"	9	"
8	6	5	65.2	"	"	4.5			29.97	66	66	64	64	"	Cir. St.	8	"
9	3	6	68.8	East	"	5			29.98	65	67	65	63	"	"	1	M
10	6	9	79.2	"	"	5			29.96	65	67	65	63	"	"	5	"
11	5	6	84.8	"	"	5			29.96	66	67	63	63	"	"	5	"
Noon.	7	5	92.3	"	"	5			30.00	66	66	63	64	"	"	5	"

131.0 Distance by Log.

Course and distance made good since preceding noon by observations, E.N.E ¼ E 167 knots, tenths.

Position at Noon:
- Latitude by D. R. 47° 05' .06" N
- Longitude by D. R. 32° 58' .46" W
- Latitude by observations of ⊙ 47° 24' .07" N
- Longitude by chronometer from Forenoon Observations of ⊙ 32° 14' .02" W

Position at 8 A. M.
- Latitude by D.R. 46° 54' .12" N
- Longitude by Starwater ⊙ 32° 49' .52" W

Position at 8 P. M.
- Latitude by D.R. 47° 35' .55" N
- Longitude by 30° 56' .30" W

Current during the time, 1½ knots tenths per hour, setting to the N.E. by E ¼ E

Error of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head 24° 52' .W

Deviation of the Compass by Azimuth ⊙ observed at 7 A.M., ship's head 6° 43' .E variation used, 31° 15' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 120 " 487 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	3	9	96.2	East	N.N.W.	5			30.01	65	65	62	64	f.c	Cir. Cum	5	M
	3	5	99.7	E ½ E													
2	7	4	7.1	"	W × S.	5.6			30.02	65	66	63	64	"	Cir. St.	5	"
3	6	7	13.8	"	"	5			30.02	65	65	62	64	"	"	4	"
4	6	4	20.2	"	"	4.5			30.02	64	65	62	64	"	"	3	"
5	6	2	26.4	"	"	4.5			30.02	64	64	61	64	"	"	3	20
6	6	6	33.0	"	"	4.5			30.02	63	63	60	64	"	"	3	"
7	6	3	39.3	"	"	4.5			30.03	63	63	60	63	"	"	3	"
8	5	6	44.9	"	"	4			30.03	63	63	60	63	"	"	2	"
9	5	7	50.6	"	"	4			30.06	63	63	60	63	"	Cir. Cum	1	"
10	5	5	56.1	"	N.N.	3.4			30.06	63	63	60	63	"	"	2	"
11	4	9	61.0	"	"	4			30.05	63	63	61	63	"	"	7	"
Mid.	4	7	65.7	South	"	4			30.04	63	63	61	63	"	"	4	"

under the command of Commander Louis Kingsley, U. S. Navy,

Saturday August 24th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather cloudy, clearing off during watch. Gentle to light breeze from W by N to N by E. Barometer steady. At 1h 30 set top gallant sail and took in lee clew of mainsail. Ship rolling to long swell from S.W.

W B Whittlesey
1st Lieutenant U.S.M.C.

From 4 to 8 A.M. Clear & pleasant. Gentle to stiff breezes from N.N.W. to W.N.W. Course E 1/2 S. (p.c.) At 4.40 set royals. At 6.00 set the clew of mainsail & mizzen topsail. Moderate sea and long S.W. by W. swell.

R A Tisdale
Lieut. U.S. Marine Corps

From 8 A.M. to Noon. Clear & pleasant. Stiff breeze from N.N.W. on course E 1/2 S. under sail as in previous watch. At 8.30 changed course to East. At 9 O'Clock hauled down jib and fore topmast staysail. Barometer rising slightly. Hauled out foot of mainstaysail & spanker to dry.

L. M. Overman
1st Lieut. U.S.M.C.

From Meridian to 4 P.M. Pleasant weather. Moderate to fresh breeze from N.N.W. to W by S. Barometer steady. Moderate sea from N.W. Steering a course East under plain sail to royals, except jibs & spanker. At 12.30 by order of Commanding Officer changed course to E.S.E. 1/2 E (p.c.). Set all the head sails. At 1.30 hauled down fore topmast staysail.

J. N. Jordan
1st Lieutenant U.S.M.C.

From 4 to 8 P.M. Cloudy but pleasant. Moderate to fresh breeze from W by S. Long swell from West increasing toward end of watch. On course E.S.E. 1/2 E. under all plain sail except fore topmast staysail. Weather clew of mainsail & spanker at 5 P.M. At 7.05 hauled down & shifted jib at 7.50 set jib. At 7 hauled down & stowed flying jib. Exercised Apprentices of starboard watch in gymnastics.

J. P. Turtle
1st Lieutenant U.S.M.C.

From 8 P.M. to Midnight. Weather fine. Gentle & moderate breeze from W by S. squaring to S.W. Barometer steady. At 11.15 made all sail except main lower sail and spanker. Steering a course. Long swell from West.

W B Whittlesey
1st Lieutenant U.S.M.C.

Examined and found to be correct.

John Shuffstall
1st Lieutenant U.S.M.C. Navigator.

4—20b

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	~3	6															
1	5	6	71.3	E.S.E ½ E	S.S.W.	4		½	30.07	63	63	61	63	b.c.w.	Cu-Cum	5	½
2	5	4	76.7	"	"	4		½	30.00	63	63	61	63	"	"	5	"
3	5	6	82.3	"	"	4			30.00	63	63	61	63	"	"	5	"
4	5	6	87.9	"	"	4			30.00	63	63	61	63	"	"	5	"
5	6	2	94.1	"	SW×S	4		¼	30.00	62	63	61	63	"	Cum-Str	4	"
6	7	3	1.4	"	"	4.5		¼	30.00	63	63	61	63	"	"	4	"
7	7	1	8.5	"	"	5		¼	30.00	65	64	62	63	"	"	5	"
8	6	4	14.9	"	"	5		¼	30.00	66	64	62	63	"	"	5	"
9	6	4	21.3	"	"	5		¼	30.00	65	67	64	63	"	"	5	"
10	7	4	28.7	"	"	5		¼	29.99	66	68	65	63	"	"	5	"
11	5	0	33.7	"	"	4		¼	29.99	65	68	65	63	"	Cum-Cum	5	"
Noon.	7	1	40.3	"	"	5		¼	29.99	67	67	65	63	"	"	4	"

148.5 Distance by Log

Course and distance made good since preceding noon by observations, E ¾ S ½ S 158 knots, tenths.

Position at Noon: Latitude by D. R. 47°52.31" N
Longitude by D. R. 28°48.04" W
Latitude by observations of ⊙ 47°50.56" N
Longitude by chronometer from Forenoon Observations of ⊙ 28°41.22" W

Position at 8 A. M. Latitude by D. R. 47°48.55" N
Longitude by Observation ⊙ 27°17.50" W

Position at 8 P. M. Latitude by D. R. 48°49.00" N
Longitude by Observation ⊙ 27°30.40" W

Current during the time, ½ knots tenths per hour, setting to the E ¾ S

Error of the Compass by Azimuth ⊙ observed at 10 AM, ship's head E E ½ E 2°50' E
Deviation of the Compass by Azimuth ⊙ observed at 10 AM, ship's head E E ½ E 5°58' E variation used, 3°34' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.
Water during the preceding 24 hours, 1800 "
Water remaining on hand fit for use at Noon,
Coal consumed during the preceding 24 hours, tons, 450 lbs.
Coal remaining on hand at Noon, 120 " 37 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	3	5	43.7	E.S.E ½ E	S.S.W	5		½	29.94	64	65	63	63	b.c.w.	Cu-Cum	2	½
2	6	7	50.0	"	"	5		¼	29.93	63	64	62	63	b.c.p.m.	Cum-Cum	1	"
3	6	4	60.4	"	"	5		¼	29.92	63	64	63	63	"	"	1	"
4	6	3	66.7	"	"	5		¼	29.90	64	64	62	64	b.c.w.	"	1	"
5	6	6	73.2	"	"	5		½	29.89	64	64	62	64	"	"	2	"
6	6	7	80.0	"	"	5		½	29.86	64	64	62	64	"	"	2	"
7	7	5	87.5	E.S.E	"	5		½	29.87	63	63	62	64	"	"	1	"
8	7	0	94.5	"	"	5		½	29.87	64	64	62	63	b.c.p.	"	1	"
9	7	9	102.4	"	SW×S	5-6			29.88	63	63	62	63	b.c.	"	5	"
10	8	7	11.1	"	"	6			29.88	63	63	62	63	"	"	7	"
11	8	6	19.7	"	S"W	6-7			29.82	63	63	62	63	"	"	6	"
Mid.	8	1	27.8	"	"	6-7			29.82	63	63	62	63	b.c.q.	"	5	"

4—26

under the command of Commander Louis Kingsley, , U. S. Navy,

Sunday, August 25th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM. Fair, cool & damp. Moderate breeze from S.S.W. On course E.S.E. 1/2 E. (pc.) under all sail except main topsail & spanker. Long swell from S.W.

R. D. Iardale
2d Asst Engr U.S.N.

From 4 to 8 AM. Clear & pleasant. Moderate to stiff breeze from S.W. by S. Steady barometer. At 6.30 took in and furled royals, mizzen top mast staysail & flying jib. Long swell from S.W.

Jno. W. Pearce
Ensign U.S.N.

From 8 AM to Meridian. Clear and Pleasant. Moderate to gentle breeze from S.W. & S. Barometer falling slowly. Long swell from S.W. steering a course E. by E. 1/2 E. under plain sail to topgallant sails and main topmast staysail. At 9.0 set royals & flying jib. At 9.30 mustered at quarters, Commanding Officer inspected Ship's Crew. Commanding Officer read the Church Service at 10 A.M. By order of Commanding Officer released from confinement and restored to duty, C. E. Blaisdell (App. 3rd).

J. W. Jordan,
2d Lieutenant U.S.M.C.

Meridian to 4 PM. Cloudy & misty with light passing showers & second & third hours. Fresh breeze from S.S.W. Long swell from Westward. On course E. by E. 1/2 E. until 12.30 when changed to E. & E. 1/4 E. & steered N. West first watch. Under all sail except spanker, main topsail & mizzen top mast staysail at first. At 12.40 hauled down & stowed flying jib.

J. Hobbs
2d Lieutenant U.S.M.C.

From 4 to 8 PM. Weather cloudy with stiff breeze from S.S.W. Barometer falling. Light spit of rain last half hour of watch. At 6.00 changed course to E. & S. E. At 7 took in royals. At 7.30 sighted a steamer's white light on starboard beam.

W. B. Whittlesey
2d Lieutenant U.S.M.C.

From 8 PM to Midnight. Fair, cool & damp. Fresh to very fresh breeze from S.S.W. to S.W. becoming squally last hour. On course E. & E. (pc.) At 10.30 took in mainsail to try effect on helm, setting it again at 11.45 took in and furled topgallant sails & set the main topmast staysail. Barometer fell considerable from 10 to 11 looking squally to Westward at end of watch. Long swell and moderate sea from N.E. & E.

Examined and found to be correct.

R. D. Iardale
2d Asst Engr U.S.N.

John Hubbard
1st Lieutenant U.S.M.C.
Navigator.

4—365

LOG of the UNITED STATES Ship "Essex" First Rate,

Making passage from Newport R. I. to Plymouth England

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Use Sea
A. M.																	
1	7	7	35.5	E.N.E.	S.W.	6		½	29.81	64	64	63	63	b c g m	Cu Nim	0	70
2	7	6	43.1	"	"	6		½	29.82	63	63	62	62	b c g p	"	"	"
3	7	7	50.3	"	"	6		½	29.82	63	63	62	62	"	"	0	"
4	6	8	57.1	"	S.W. by W.	5.4		¼	29.82	63	63	62	62	o c g p	"	c	"
5	4	5	61.6	"	W.S.W.	3.4			29.84	62	62	60	62	b c	"	0	"
6	4	3	65.5	"	"	3			29.85	62	63	61	62	"	Cumulus	2	"
7	3	7	68.9	"	"	2.3			29.86	64	62	60	62	"	Cirrus	4	"
8	4	6	73.1	"	"	2.3			29.88	66	63	60	62	"	"	7	"
9	5	7	78.3	"	"	4			29.90	65	64	61	62	"	"	8	"
10	5	3	83.6	"	"	4			29.87	66	67	64	62	"	"	8	"
11	3	9	87.5	"	"	4			29.92	66	68	64	62	"	"	8	"
Noon.	5	5	93.0	"	"	4			29.94	66	68	64	62	"	"	7	"

153.9 Distance by log.

Course and distance made good since preceding noon by observations, E½N. 16 knots, tenths.

Position at Noon:
- Latitude by D. R. 48° 10' 07" N
- Longitude by D. R. 24° 54' 46" W
- Latitude by observations of ⊙ 48° 04' 52" N
- Longitude by chronometer from Forenoon Observations of ⊙ 24° 48' 54" W

Position at 8 A. M.:
- Latitude by D. R. 48° 08' 13" N
- Longitude by Observation ⊙ 25° 18' 49" W

Position at 8 P. M.:
- Latitude by D. R. 48° 09' 16" N
- Longitude by Observation ⊙ 23° 37' 51" W

Current during the time, ½ knots tenths per hour, setting to the N.E. by E.

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 450 lbs.

Coal remaining on hand at Noon, 119 " 1877 "

P. M.																	
1	2	8	98.7	E.S.E. E.S.E. E	W.N.W.	4			29.92	66	67	62	62	b c	Cirro. Strat.	5	20
2	5	4	104.1	"	"	4			29.94	66	66	63	62	"	"	4	"
3	5	5	9.6	"	"	4			29.96	66	66	63	62	"	"	6	"
4	5	4	15.0	"	"	4			29.96	65	65	64	62	"	"	4	"
5	5	1	20.1	"	"	3.4			29.97	64	64	61	62	"	"	5	"
6	5	2	25.3	"	"	4			29.96	64	64	61	63	"	"	6	"
7	5	8	31.1	"	"	4			29.96	64	64	61	63	"	"	6	"
8	5	3	36.4	"	"	4			29.97	64	64	61	63	"	"	5	"
9	5	2	41.6	"	"	4			29.98	64	63	61	63	"	"	7	"
10	5	1	46.7	"	"	4			29.99	64	63	60	63	"	"	8	"
11	5	4	52.1	"	"	4			29.99	63	62	60	63	"	"	8	"
Mid.	5	7	57.8	"	"	4			30.00	63	62	60	63	"	"	8	"

under the command of Commander Louis Kingsley, U. S. Navy,

Monday, August 26th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally overcast clouds, with occasional light drizzling rains. Fresh breeze from S.S.W. All last of watch then got moderate breeze from S.S.E. & W. Steady Barometer. Under sail as in previous watch. On course E.S.E. Heavy clouds passing to Eastward. Long swell from W.S.W.

L. McNamee
2nd Ensign U.S.N.

From 4 to 8 A.M.

Cloudy first part of watch clearing latter part. Light to moderate breeze Shanding from S.W. & S. to W. & W. Barometer rising. Long swell from W. & S. Ship rolling 45° each way. Steering a course E.S.E. under topsails, foresail, mainsail & jib & fore topmast staysail. At 4.10 hauled up mainsail. At 4.30 set top gallant sail. At 4.45 set royals and hauled down fore topmast staysail.

J. Jordan.
2nd Lieutenant U.S.M.C.

From 8 A.M. to Meridian.

Clear & pleasant. Moderate breeze from W.N.W. Long swell from westward. On course E.S.E. under jib and all square sail, except mainsail. Mustered and inspected crew at Quarters. Instructed Apprentices in seamanship first and second periods.

J. T. Lee
1st Lieutenant U.S.M.C.

From Meridian to 4 P.M.

Weather fair & pleasant. Moderate breeze from W.N.W. & W. Barometer rising. At 1.30 Changed course by order of Commanding Officer to E.S.E. & E. Long swell from West. Exercised Apprentices of watch from 1.15 to 2.15 at knotting & splicing, and both watches of Apprentices were given instruction in seamanship from 2.30 to 3.15.

W. B. Whittelsey
2nd Lieutenant U.S.M.C.

From 4 to 8 P.M.

Fair & pleasant. Moderate breeze from W.N.W. & W. On course E.S.E. & E. & E. by S. No change in sail. At 7 exercised Apprentices of afterguard in furling and taking in mainsail. Long swell from West. Ship rolling easily. Moon shining.

R. D. Tisdale
2nd Ensign U.S.N.

From 8 P.M. to Midnight.

Clear & pleasant. Moderate breeze from W. & S.W. Barometer rising. Under sail as in previous watch & on course E.S.E. & E. Long swell from W.S.W. Moon set at 9 o'clock.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
1st Lieutenant U.S.M.C. Navigator.

4—265

LOG of the UNITED STATES — Ship Essex — Third Rate,

Making passage from Hartford R. I. to Plymouth England

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, to Whole.	State of the Sea.
A. M.																	
1	5	7	63.5	E.S.E 1/4 E	W.N.W.	4			30.06	63	62	60	63	fc	Cirus	8	Lo
2	6	3	69.8	"	W x N.	4			30.06	62	62	60	63	"	Cirus	4	"
3	6	6	76.4	"	W x S	4.5			30.06	62	62	60	63	"	"	5	"
4	6	7	83.1	"	"	4.5			30.06	62	62	60	63	"	"	4	"
5	6	8	89.9	"	"	5			30.05	62	62	61	63	"	"	5	"
6	6	6	96.5	"	"	5			30.04	62	62	60	63	"	Str Cum	4	"
7	6	8	3.3	"	"	5			30.05	65	63	60	63	"	"	5	"
8	6	5	9.8	"	"	5			30.07	66	64	61	63	"	"	5	"
9	6	8	16.6	"	W.S.W.	5			30.08	66	65	62	64	"	Cir Cum	4	"
10	6	9	23.5	"	"	5			30.08	66	69	65	64	"	"	8	"
11	5	7	28.7	"	S.W.	5			30.09	66	68	64	64	"	"	8	"
Noon.	6	8	35.5	"	"	5			30.09	66	67	64	64	"	Cir Str	9	"

147.5 Distance by log.

Course and distance made good since preceding noon by observations, E by N. 166 knots, tenths.

Position at Noon:
- Latitude by D. R. 48 0 17 . 27 " N
- Longitude by D. R. 21 0 22 . 45 " W
- Latitude by observations of ⊙ 48 0 09 . 04 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 21 0 15 . 55 " W

Position at 8 A. M.
- Latitude by D. R. 48 0 10 . 40 " N
- Longitude by Observation ⊙ 21 0 53 . 55 " W

Position at 8 P. M.
- Latitude by 48 0 17 . 40 " N
- Longitude by 19 0 38 . 58 " W.

Current during the time, 13/4 knots tenths per hour, setting to the S.S.E 1/2 E

Error of the Compass by Azimuth ⊙ observed at 7 AM, ship's head E.S.E 1/4 E 2 0 26 . 25

Deviation of the Compass by Azimuth ⊙ observed at 7 AM, ship's head E.S.E 1/4 E 6 0 00 . E variation used, 28 0 26 . W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons, 450 lbs.

Coal remaining on hand at Noon, 119 " 1377 "

P. M.																
1	3 3	7	E S E 1/4 E E S E 3/4 E	S.W.	5			30.10	66	67	64	64	fc	Cir Str	8	Lo
2	7	4	"	"	5			30.09	66	66	63	64	"		8	"
3	7	8	"	"	5			30.09	65	65	63	64	"	Cir Cum	7	"
4	7	4	"	"	5			30.09	65	65	63	64	"	"	6	"
5	7	2	"	"	5			30.09	64	65	63	64	"	"	6	"
6	7	3	"	"	5			30.09	64	65	63	64	fcm	"	5	"
7	7	4	"	"	5			30.10	64	65	63	64	"	"	4	"
8	7	7	"	S W x S	5			30.11	64	64	63	64	"	"	3	"
9	8	0	"	"	5.6			30.12	65	65	63	63	fc	Nim	0	"
10	7	8	"	"	5			30.13	65	65	63	64	"	"	0	"
11	7	6	"	"	5			30.13	65	65	63	64	"	"	0	"
Mid.	6	9	"	"	5.5			30.14	64	65	63	64	"	"	0	"

under the command of Commander, Louis Kingsbery, U. S. Navy,

Tuesday, August 27th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM. Clear & pleasant. Moderate to stiff breze from W.N.W. to W.x.S. Barometer steady. Long seas from W. Ship rolling deply at times. Steering a course E.S.E. 1/4 E. under all square sail (except mainsail) and jet.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 AM. Fair & pleasant. Fresh breze from W.by S. Long swell from Westward. Steering Course E.S.E. 1/4 E. under jet and all square sail except mainsail at first, at 4.30 set port clew of mainsail.

J. C. Lamb
Lieutenant U.S.N.

From 8 AM to Meridian. Weather clear & pleasant. Stiff breze from W.S.W. to S.W. Barometer steady. At 9.30 mustered crew at quarters and exercised divisions as per routine. Steering a course.

W. H. Shipley
Lieutenant U.S.N.

From Meridian to 4 PM. Clear to fair & pleasant. Clouding up from Westward. Stiff breze from S.S.W. On Course E.S.E. 1/4 E. until 1.30 when by order of Commanding Officer changed to E.S.E. 3/4 E. (pc.) patent log 39.2. At 1.45 set whole mainsail, flying jet, main & mizzen topmast staysails. At 2.30 set fore topmast staysail & furled mizzen topsail. Exercised apprentices at post watch, per routine as follows: 3rd period Mathematics 4th period Gunnery. At 1.30 sighted astern on horizon a topsail schooner standing to S.E. "Which vessel gradually overhauling on her course. Log reasonably correct.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Cloudy & pleasant. Stiff breze from S.W. to S.S.W. by S. Clouding over and sail from Southward. Last hour of watch. Exchange in sail. Exercised apprentices at gymnastics. Log reasonably correct.

L. McNamee
Ensign U.S.N.

From 8 PM to Midnight. Cloudy weather. Stiff to fresh breze from S.S.W. by S. dying out to a gentle breze last hour of watch. Barometer rising slowly. Log correct from W.x.S. Steering a course E.S.E. 3/4 E. under all sail except Spanker and mizzen topsail.

Examined and found to be correct.

J. W. Jordan,
Lieutenant U.S.N.

John Guthrie
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, to Obsc.	State of the Sea.
A. M.	8	9	8														
1	6	5	31.8	E.S.E. 3/4 E.	S.W. by S.	5			30.14	64	64	63	64	o c m	Cum Nimb	0	Ho
2	6	7	38.5	"	"	5			30.14	64	64	63	64	o c m	"	0	"
3	6	7	45.2	"	"	5			30.13	64	64	63	64	"	"	0	"
4	7	3	53.5	"	"	5			30.18	64	65	63	63	"	"	3	"
5	7	4	59.9	"	S.S.W.	4-5			30.14	64	65	64	63	"	"	"	"
6	7	1	67.6	"	S.W.	5		1/4	30.16	65	65	64	63	o c	Cirrus	0	"
7	7	1	74.1	"	"	5		1/4	30.16	65	65	64	63	o c	"	1	"
8	6	8	80.9	"	"	5		1/4	30.16	67	66	65	64	"	Cum	3	"
9	7	5	88.4	"	S.S.W.	6		1/4	30.17	66	66	64	64	"	"	2	m
10	3	8	92.2	E. by S.	"	5		1/4	30.18	66	66	64	64	"	"	5	"
11	7	7	101.4	"	"	5		1/4	30.17	66	66	64	64	o. c m	Cirr Nimb	0	"
Noon.	7	7	9.1	"	"	5		1/2	30.19	65	66	64	64	"	"	0	"

173.6 Distance by log.

Course and distance made good since preceding noon by observations, E 10° N. 177 knots, tenths.

Position at Noon:
- Latitude by D. R. 48 0 36 ' 46 " N
- Longitude by D. R. 17 0 00 ' 32 " W
- Latitude by observations of ⊙ 48 0 09 ' 27 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 16 0 45 ' 48 " W

Position at 8 A. M.
- Latitude by 48 0 31 ' 16 " N
- Longitude by 17 0 27 ' 49 " W

Position at 8 P. M.
- Latitude by 48 0 49 ' 49 " N
- Longitude by 15 0 08 ' 32 " W

Current during the time, 9 1/2 knots tenths per hour, setting to the E.N.E. 3/4 E

Error of the Compass by Azimuth ⊙ observed at 7h 10m AM, ship's head E.S.E. 3/4 E 2 0 0 8 ' W

Deviation of the Compass by Azimuth ⊙ observed at 7h 0m AM, ship's head E.S.E. 3/4 E 6 0 0 8 ' E variation used, 2 6 0 0 ' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 550 "

Coal consumed during the preceding 24 hours, tons, 975 lbs.

Coal remaining on hand at Noon, 119 " 1402 "

P. M.																	
1	7	8	16.9	E by S.	S.S.W.	5		1/2	30.18	65	66	64	64	t c m	Cum Nimb	1	Mo
2	7	5	24.4	"	"	5		1/2	30.17	66	66	64	65	o c m	"	0	"
3	7	8	32.2	"	"	5		1/4	30.17	66	66	64	65	t c m	"	2	"
4	7	4	39.6	"	"	5		1/4	30.17	66	66	64	65	"	Cir Cum	4	"
5	7	8	47.4	"	"	5		1/4	30.16	65	65	64	65	"	Cum Nimb	4	"
6	7	6	55.0	"	"	5		1/4	30.16	65	65	64	65	"	"	2	"
7	7	8	62.8	"	"	5-6		1/4	30.16	65	65	64	65	o c m r	"	0	"
8	7	6	70.4	"	"	5		1/4	30.17	65	66	64	65	"	"	0	"
9	7	8	78.2	"	"	5-6		1/4	30.17	65	65	64	65	"	"	0	"
10	8	0	86.2	"	"	5-6		1/4	30.18	65	65	64	64	"	"	0	"
11	7	9	94.1	"	"	5-6			30.18	65	65	64	64	"	"	0	"
Mid.	7	4	101.5	"	"	5-6			30.17	65	65	64	64	"	"	0	"

under the command of Commander Louis Kingsbury, U. S. Navy,

Wednesday, August 28th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Mostly a M. Cloudy & Mostly misty. Fresh breeze from S.W. & Dang & Westerly swell. On course E by S & E 3/4 E under all sail except main topsail, mizzen topsail & spanker.

J. D. Luby
1st Lieut. U.S.M.C.

From 4 to 8 A.M. Weather cloudy clearing a little toward end of watch. Stiff breeze from S.S.W. to S by W. Barometer steady. At 6 started fires in boiler B. for distilling. Took in main sail setting it again at 7.50. At 6.15 took in royals and flying jib. Steering course.

W. B. Whittlesey
2nd Lieutenant U.S.M.C.

From 8 A.M. to Meridian Cloudy to overcast. Sun shining through clouds. Stiff breeze from S.S.W. On course E by S & E 3/4 E until 9.15, when changed to E by S (p.c.) by order of Commanding Officer. At 9 set royals & flying jib and sighted a steamer on port quarter, distance about 5 miles. Standing to Westward. At 9.30 manned all quarters. Set up rigging & took in coals for overhauling. Capped topmast & head booms. Moderate & Misty. Commenced distilling at 11.30.

R. D. Tisdale
2nd Lieut. U.S.M.C.

From Meridian to 4 P.M. Cloudy & pleasant. Stiff breeze from S.S.W. Barometer steady. On change in sail. Finished overhauling chains and put it below. Engaged in overhauling gangway platforms & scaping spars. Moderate & Misty Sea.

L. McNamee
2nd Lieut. U.S.M.C.

From 4 to 8 P.M. Clear and pleasant first part of watch overcast cloudy and misty latter part. Stiff to fresh breeze from S.S.W. Barometer steady. Moderate sea from S.W. Steering a double E by S under all sail except spanker, main topsail & mizzen topsail.

J. J. Jordan
2nd Lieutenant U.S.M.C.

From 8 P.M. to Midnight Overcast, misty & damp. Fresh to strong breeze from S.S.W. Moderate sea. Steering course E by S under all sail except main topsail, mizzen topsail & spanker until 10.40 when took in royals & flying jib.

J. D. Luby
2nd Lieutenant U.S.M.C.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship Ely Third Rate,

Making passage from Newport R. I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tithes	State of the Sea
A. M.	07	5															
1	7	4	8.9	Ely S	S.S.W	5		1/2	30.16	65	65	63	64	rem W	Cumi	0	m
2	7	4	16.3	"	"	5		1/2	30.15	65	65	63	64	"	"	0	"
3	7	5	23.8	"	"	5		1/2	30.14	65	65	63	64	"	"	0	"
4	7	5	31.3	"	"	5		1/2	30.14	65	65	63	64	"	"	0	"
5	7	8	39.1	"	"	5-6			30.13	65	65	64	64	ocm	"	C	H
6	7	9	47.0	"	S.W by S	5-6			30.14	65	65	64	64	Ocm	"	0	"
7	8	0	55.0	"	"	5-6			30.15	65	65	64	64	fcm	"	2	"
8	8	3	63.2	"	SSW	5-6			30.16	69	67	65	64	fc	Cumi	8	"
9	8	2	71.4	"	"	5-6			30.17	66	67	65	64	fcm	"	2	"
10	8	6	80.0	"	S by W	5-6			30.17	65	66	64	64	"	"	2	"
11	8	6	88.6	"	"	5-6			30.16	66	67	65	64	"	"	2	"
Noon.	6	4	95.0	"	"	5-6			30.16	66	66	65	64	"	"	3	"

186.0 Distance by log.

Course and distance made good since preceding noon by observations, Ely 16 18 1/2 knots, tenths.

Position at Noon:
- Latitude by D. R. 49 08 . 15 " N
- Longitude by D. R. 12 03 . 33 " W
- Latitude by observations of ⊙ 0 ' " N
- Longitude by chronometer from Forenoon Observations of ⊙ 12 01 . 42 " W

Position at 8 A. M.
- Latitude by D R 49 05 . 51 " N
- Longitude by Observation ⊙ 13 02 . 22 " W

Position at 8 P. M.
- Latitude by Sumner Line Observations of ⊙ (Summer) 49 01 . 30 " N
- Longitude by " " of ⊙ (Summer) 10 04 . 00 " W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at 7 AM, ship's head E by S. 16 02 . 15 W

Deviation of the Compass by Azimuth ⊙ observed at 7 Am, ship's head E by S. 7 00 . E variation used, 23 30 . W

Error of the Compass by Azimuth ⊙ observed at 7 Am, ship's head 23 30 .

Deviation of the Compass by Azimuth ⊙ observed at , ship's head 0 ' variation used, 0 '

Water expended during the preceding 24 hours, 450 gallons.

Water Distilled during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, 1 tons, 835 lbs.

Coal remaining on hand at Noon, 117 " 1807 "

P. M.																	
1	6	4	104.4	E by S 3/4 E	S by W	5-6			30.15	65	65	64	63	ocm	Cumi Nimbi	0	H
2	7	8	111.3	"	SW	5-6			30.15	65	65	64	63	ocfc	"	0	"
3	7	1	118.4	"	W SW.	5			30.17	65	65	64	63	Ocm	"	0	"
4	5	8	124.2	"	West	3-4			30.18	65	65	64	63	fcm	"	4	"
5	5	2	29.4	"	"	3			30.19	64	65	64	63	"	"	2	"
6	4	8	34.2	"	"	3			30.19	65	65	64	63	"	"	2	"
7	2	1	36.3	E by S 1/4 S	"	3			30.19	64	65	64	63	"	"	3	"
8	4	2	42.5	"	"	3			30.20	64	65	64	63	"	"	3	"
9	3	8	46.3	"	"	3			30.22	64	64	62	63	fcm	Cumbm	5	"
10	3	7	50.0	"	"	3			30.22	64	64	62	68	"	"	6	"
11	3	8	53.8	"	"	3			30.22	63	64	62	63	"	"	7	"
Mid.	4	6	58.4	"	"	3			30.22	63	63	62	63	"	"	7	"

under the command of Commander Louis A Kingsley, , U. S. Navy,

Thursday, August 29th , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 AM.

Weather cyrrias & cloudy with backs of mist passing over. Stiff breze from S.S.W. Barometer falling. At 1 20 took in mizzen top mast Staysail. Distilling.

W.B. Whittlesey
Lieutenant U.S.M.

From 4 to 8 A.M. Cyrrus & cloudy to clear towards end of watch. Foggy first hour. Stiff and fresh breze from S.S.W and S.W by S. On Course E by S. at 6 45 set royals at 7 set flying jib and mizzen top mast staysail taking in latter at 7.30. At 4.15 sighted Br barque under all sail bearing about East, standing to E.S.E. and distant about 5 miles. At End of watch she bore ahead distant about 8 miles. A Long & heavy sea & swell from S.S.W. to which Ships rode easily Distilling.

R.D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy & pleasant. Ship to fresh breze from S.S.W to S.W by S at 9 45 hailed doing fatt top mast staysail & stood in Yards. Had quarters at 9 30 & exercised gun division at battery & powder division at small arms. Long swell from W.N.W.

L.M. McNeer
Ensign U.S.N.

From Meridian to 4 P.M. Cyrrus cloudy drizzling rain and mist first part of watch easing latter part. Fresh breze from S.W by S hauling to West and decreasing to a gentle to moderate breze. Steering a course E.S.E under square sails to royals jib & main topmast staysail. At 1.45 by order of Commanding Officers changed course to E.S.E 3/4 E. At 4 45 took in royals & flying jib. At 2 45 set royals. Barometer rising. Long swell from W.N.W.

J.W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy & slightly misty. Gentle breze from West. Long westerly swell. On Course E.S.E 3/4 E until 6.30 when changed to E.S.E 1/4 E & stood it best of watch. Under all square sail except to weather clew of mainsail jib & main topmast staysail. At 5.00 took in mizzen top mast staysail. Exercised Apprentices at gymnastics.

J.B. Talbot
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather fair, light & cloudy passing over from West to East. Gentle breze from West. Barometer Steady. Ship rolling easily to long swell from West. Distilling.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct

John Hubbard
Lieutenant U.S.N. Navigator.

4—365

LOG of the UNITED STATES Ship "Essex" Third **Rate,**

Making passage from Newport R.I. to Plymouth England

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Time Sea
A. M.	6	8															
1	4	3	62.7	E.S.E 1/4 E	W.N.W	3			30.20	63	63	62	63	b c rr	Cu cu	7	K
2	4	4	67.1	"	"	3			30.20	62	62	62	63	"	"	8	"
3	4	3	71.4	"	W.N.W.	3			30.20	62	62	62	63	"	"	6	"
4	4	1	75.5	"	"	3			30.21	60	63	62	63	"	"	7	"
5	4	0	79.5	"	"	3			30.22	63	63	61	63	"	"	8	M
6	3	9	83.4	"	"	2.3			30.23	67	62	61	63	b c	"	6	"
7	3	9	87.3	"	"	2.3			30.25	68	62	61	64	"	"	7	"
8	3	6	90.9	"	"	2.3			30.27	68	63	62	64	"	Cu Str	7	"
9	4	5	95.4	"	West	3			30.29	65	65	63	64	"	Cu Cu	7	K
10	4	0	99.4	"	"	3			30.31	68	66	64	64	"	"	7	"
11	3	7	103.1	E.S.E 1/2 E	"	3			30.31	68	68	65	64	"	"	7	"
Noon.	4	1	6.7	"	"	3			30.32	68	69	66	64	"	"	8	"

111.7 Distance by log.

Course and distance made good since preceding noon by observations E 4° N. 115 knots, tenths.

Position at Noon:
- Latitude by D. R. — 49° 15' 23" N
- Longitude by D. R. — 9° 44' 52" W
- Latitude by observations of ⊙ — 49° 16' 56" N
- Longitude by chronometer from Forenoon Observations of ⊙ — 9° 17' 15" W

Position at 8 A. M.:
- Latitude by D R — 49° 12' 00" N
- Longitude by Observation ⊙ — 9° 42' 05" W

Position at 8 P. M.:
- Latitude by — 49° 18' 16" N
- Longitude by — 8° 40' 03" W

Current during the time, 3/4 knots tenths per hour, setting to the E 4° N

Error of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head E.S.E 3/4 E — 19° 45' W

Deviation of the Compass by Azimuth ⊙ observed at 9 A. M., ship's head E.S.E 3/4 E. — 5° 45' E — variation used, 25° 30' W

Error of the Compass by Azimuth ⊙ observed at , ship's head — ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head — ° ' — variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Rainwater during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, 1 tons, 510 lbs.

Coal remaining on hand at Noon, 116 " 1797 "

P. M.																	
1	2	0	8.7	E.S.E 1/2 E	N.NW.	3			30.32	68	68	65	64	b c	Cu Cu	8	K
2	2	1	10.8	E.S.E 3/4 E													
3	3	7	14.5	"	NW by W	3			30.32	66	67	62	64	"	Cu Cu Nimb	7	"
4	4	0	18.4	"	NW	3			30.32	65	66	62	64	"	Cu Cu	7	"
5	2	9	22.3	"	NNW	3			30.34	65	66	62	64	"	"	8	"
6	1	8	26.5	"	"	2			30.34	64	65	61	64	"	"	8	"
7	1	7	0	"	"	1.2			30.32	63	64	60	64	"	"	5	"
8	2	0	0	"	N	1.2			30.34	63	63	60	64	"	Cirr Strat	4	"
9	2	5	30.5	"	N	2			30.37	63	63	60	64	"	"	2	"
10	3	2	34.7	"	NNW	2			30.37	63	63	60	64	"	Cu Cu	3	"
11	3	5	38.4	E by S	"	2			30.37	63	63	60	64	"	"	7	"
Mid.	2	5	0	"	"	2			30.37	63	63	60	64	"	"	2	"
																1	"

4-26

under the command of Commander Louis Kingsley, U. S. Navy,

Friday, August 30th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Generally clear Cool & damp. Gentle breze from West & W.N.W. On Course E.S.E. 3/4 E (pc). Under Jet and all Square sail except weather clew of main sail. At 3.45 reefed up the clew of mainsail. Moderate Westerly swell Distilling.

R.D. Tisdale
Ens. U.S.N.

From 4 to 8 A.M. Clear and pleasant light to gentle breze from W.N.W. Barometer rising. Long swell from W.N.W. At 4.30 Sighted a barque steering Ely N & Standing to the Southward. At 5.30 Barque hoisted Danish Colors & dipped. Set Colors & answered dip. Under Jet & all Square sail except mizzen topsail. At 4.40 Set mizzen topsail. At 7.20 Got Soundings in 74 fathoms fine gray sand On Course E.S.E. 3/4 E.

L. McNamee
Ens. U.S.N.

From 8 AM to Noon. Clear & pleasant. Gentle breze from West Barometer rising. Long swell from W.N.W. Steering a Course E.S.E. 1/2 E under Square sail to Spare (except mainsail) and Jet Steward at clear ship for action, Divine quarters and Fire quarters. At 11.50 got a cast with Sounding machine in 79 fathoms bottom fine grey sand.

J.H. Jordan
2nd Lieutenant U.S.M.C.

From Noon to 4 PM. Clear & pleasant. Gentle breze from W.N.W. at first gradually veering to N.N.W. Long swell from Westward. At clear E.S.E. & E. & Emitted 12.30 when changed to E.S.E. 3/4 E. & Stood 4 feet of water. At 3.00 got Soundings in 74 fathoms coarse yellow sand. Under Square sail & Jet except mainsail. At 1.05 Set Starboard clew of mainsail & at 3.15 set weather clew of mainsails, flying Jet sail staysails. Took in fore and mizzen topsail.

L. Lasby
2nd Lieutenant U.S.M.C.

From 4 to 8 P.M. Weather fair, clouding up toward end of watch. Light airs to light breze from N.N.W. to N.W. Barometer rising. At 4.30 sighted a sail 3 points on the Starboard bow. At 6 hauled in patent log reading 46.5. Took soundings at 4, 6, and 7 O'Clock in 76, 78 and 78 fathoms respectively, at 6.45 observed at reefing topsails.

W.B. Whittlesey
2nd Lieutenant U.S.M.C.

From 8 PM to Midnight. Generally Cloudy. Light N.W. Breze. On Course E.S.E. 3/4 E. Emitted 9 when changed to E by S (pc) by order of Commanding Officer. Moonlight. At 12.00 took Soundings with Thompson Marking Sounding 76 fathoms coarse yellow Sand. At 9.05 put out patent log reading 26.5, heaving it in at 10.35 reading 46. At 6 fathoms coarse yellow Sand At 9.05 put out patent log reading 26.5, heaving it in at 10.35 reading Examined and found to be correct. 30 4. Moderate W by S swell. Stopped distilling at 10.30.

R.D. Tisdale
Ens. U.S.N.

John Hubbard
2nd Lieutenant U.S.M.C.
Navigator.

4—26

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	3	8															
1	2	4		E by S	South	2			30.35	62	62	59	64	b c	Cir Cum	7	Lc
2	2	6		"	"	2			30.34	62	62	58	64	"	Cum	5	"
3	2	0		"	S. by E	2-1			30.34	62	62	58	64	"	"	4	"
4	1	0		"	"	1			30.33	62	62	58	64	"	"	4	"
5	1	5		"	S.S.W	1			30.34	62	62	58	61	"	"	2	"
6	2	1		"	S.W.	2			30.36	63	61	58	64	"	Cum Str	2	"
7	2	0		"	S.S.W	1-2			30.35	63	62	58	64	"	"	2	"
8	1	5		"	"	1-2			30.36	60	60	58	64	"	"	2	"
9	2	0		E by S	"	1-2			30.37	61	62	59	63	f e m	"	3	"
10	4	5		"	"	1			30.37	61	63	59	63	"	"	4	"
11	1	0		"	"	0-1			30.35	64	65	61	64	"	"	4	"
Noon.	1	0		"	"	0-1			30.35	65	65	61	64	"	"	3	"

56.9 Distance by log.

Course and distance made good since preceding noon by observations, E ¼ N 54 knots, tenths.

Position at Noon:	Latitude by D. R.	49 ° 19 ′ 44 ″ N
	Longitude by D. R.	7 ° 50 ′ 43 ″ W
	Latitude by observations of ⊙	49 ° 15 ′ 08 ″ N
	Longitude by chronometer from Forenoon Observations of ⊙	7 ° 54 ′ 27 ″ W
Position at 8 A. M.	Latitude by D.R.	49 ° 19 ′ 44 ″ N
	Longitude by Observation	8 ° 05 ′ 07 ″ W
Position at 8 P. M.	Latitude by Sumner	49 ° 15 ′ 00 ″ N
	Longitude by Sumner	7 ° 45 ′ 00 ″ W

Current during the time, 18 knots tenths per hour, setting to the S W ½ S

Error of the Compass by Azimuth ⊙ observed at 7.30 AM, ship's head E by S	14 ° 31 ′ 00 ″	
Deviation of the Compass by Azimuth ⊙ observed at 9.30 AM, ship's head E by S	6 ° 29 ′ E	variation used, 21 ° 00 ′ W
Error of the Compass by Azimuth ⊙ observed at 5 PM, ship's head E by S	14 ° 42 ′ W	
Deviation of the Compass by Azimuth ⊙ observed at 5 PM, ship's head E by S	5 ° 42 ′ E	variation used, 20 ° 30 ′ W
Water expended during the preceding 24 hours,	700 gallons.	
Water Distilled during the preceding 24 hours,	900 "	
Water remaining on hand fit for use at Noon,	7500 "	
Coal consumed during the preceding 24 hours,	1 tons, 760 lbs.	
Coal remaining on hand at Noon,	115 " 537 "	

P. M.																
1	0	7	East	South	0-1	30.32	65	65	60	65	b c	Cir Cum	8	Lc
2	0	3	"	"	0-1	30.34	65	65	60	65	"	"	4	"
3	0	8	"	S.S.E	1-2	30.29	65	65	60	65	"	"	4	"
4	1	0	"	"	1-2	30.28	65	65	60	65	"	"	4	"
5	0	5	"	"	0-1	30.26	63	65	60	65	"	"	4	"
6	0	0	No Observation	Calm	0	30.26	65	64	60	65	"	"	4	"
7	0	0	"	"	0	30.26	63	63	59	65	"	"	4	"
8	1	5	E by N	S by E	1-2	30.25	62	62	58	58	"	"	5	"
9	2	8	N by E ½ E	S E	2	30.24	62	62	58	65	"	"	6	"
10	3	5	"	"	2-3	30.23	62	62	58	65	"	"	6	"
11	3	2	E by N ½ E	S by E	3	30.21	62	62	58	64	"	"	5	"
Mid.	2	4	"	"	3-2	30.20	62	62	58	63	"	Cum Nimb	2	"

under the command of Commander Louis Kaigsley, U. S. Navy,

Saturday, August 31st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Pd Variable AM

Cloudy & pleasant, light breeze to light airs from North to NE. Under all sail except maintopsail & spanker. Course E by S at 3 O'Clock got sounding in 7½ fathoms fine grey sand, pebbles & broken shells At 3.55 got Sounding in 7½ fathoms same bottom as before.

Thos. H. Craig Ensign USN

From 4 to 8 AM.

Fair & pleasant. Light airs to light breeze from NNW to WNW Barometer rising slowly. Long swell from NW. Steering a course E by S under all sail except spanker and main topsail. At 6.05 hauled up mainsail and hauled down mizzen topmast staysail. At 7.30 set latter and let clear of mainsail. Several sails in sight hauled up to E & W to view 7.00 & 8.00 to clear a Spanish Barque standing to the N.E. The Barque hoisted Spanish Colors and saluted by dipping ensign, dips for dips. Got a cast of the Sounding machine at 5.00 in 75 fathoms, bottom fine grey sand. At 7.05 got another cast in 73 fathoms same bottom.

John Jordan
2nd Lieutenant U.S.M.C.

From 8 AM. to Meridian

Cloudy & hazy. Calm to light breeze from NE by N. Gentle swell from NE. On course E by S. under all sail except water sail & spanker, At 10.00 got sounding in 73 fathoms water, yellow sand, gravel & broken shells.

J. L. Lamb
2nd Lieutenant USN

From Meridian to 4 PM

Weather clear, clouding up toward end of watch. Calm, light airs from South to SSE springing up about 1 O'Clock. Barometer falling. At 1.30 Changed course to East. At 1 took in mainsail and main and mizzen topmast staysails. Distilling.

W B Whiteley
Midshipman USN

From 4 to 8 P.M.

Fair and pleasant. Light airs to breezes from SSE and SE & E except from 5 to 7 when calm. On Course East until calm. Afterwards by the wind on Starboard tack. At 5.00 took in light sails at 6 the Pressels to prevent their chafing. Made all sail except main topsail & spanker. At 7.15. Stopped distilling at 5.40. Long westerly swell. Ship rolling easily. Moonlight after twilight. Took sounding at 8 found 7½ fathoms yellow sand.

R. D. Tisdale
Actg Ensign USN

From 8 P.M to Midnight.

Cloudy & pleasant. Gentle to light breeze from SE by E to SE by E. Barometer falling. Under all sail except maintopsail & spanker. By the wind Course East At 10 O'Clock got Sounding in 7½ fathoms, grey & yellow sand. Black specks. At 11 O'Clock

Examined and found to be correct.

a Steam Yacht NE standing to the SW

L. Kaigsley
Comdr. U.S.N.

John Sutton
Lieutenant U.S.N.

Navigator.

4—205

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R. I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1	2	0	36.3	N E 3/4 E	S E	1-0			30.19	62	62	58	64	b c	Cu Cum	4	H
2	2	5	38.5	N E by N	E by S	1-2			30.15	62	62	58	64	"	"	8	"
3	2	0	40.9	N E	S E by E	1-2			30.12	62	62	58	64	"	"	8	"
4	3	1	44.0	"	"	1-3			30.11	61	61	57	63	"	"	5	"
5	3	6	44.6	N E b E	"	3		1/2	30.10	60	62	58	63	"	Cum	4	"
6	3	3	47.9	N E 1/4 E	"	3		1/2	30.09	62	61	58	63	"	"	4	"
7	4	3	52.2	S W 3/4 S	S E	3		1/2	30.08	62	62	58	63	"	"	5	"
8	4	7	56.9	S S W	S E by E	4		3/4	30.07	63	64	58	64	"	Cir Cum Cum	6	"
9	5	2	62.1	"	"	4		1	30.06	65	64	58	64	"	"	4	"
10	5	4	67.5	S S W 1/2 W	"	4		1	30.05	65	64	61	64	"	"	4	"
11	3	9	71.4	"	S E by S	4		3/4	30.04	65	65	63	65	"	"	5	"
Noon.	2	0	73.4	E N E 1/2 E	"	4		1	30.02	65	65	63	65	"	"	5	"

58.4 Distance by log.

Course and distance made good since preceding noon by observations, E. N E. 1/2 E. 19 knots, tenths.

Position at Noon:
- Latitude by D. R. 49 ° 19 ′ 44 ″ N
- Longitude by D. R. 7 ° 38 ′ 42 ″ W
- Latitude by observations of ⊙ 49 ° 20 ′ 55 ″ N
- Longitude by chronometer from Forenoon Observations of ⊙ 7 ° 26 ′ 16 ″ W

Position at 8 A. M.
- Latitude by D R 49 ° 36 ′ 54 ″ N
- Longitude by Observation ⊙ 7 ° 22 ′ 16 ″ W

Position at 8 P. M.
- Latitude by D R 49 ° 27 ′ 37 ″ N
- Longitude by Observation ⊙ 7 ° 08 ′ 28 ″ W

Current during the time, 1/3 knots tenths per hour, setting to the E. 1/2 N.

Error of the Compass by Azimuth ⊙ observed at 3 P. M., ship's head E. 1/2 N. 14 ° 08 ′ W

Deviation of the Compass by Azimuth ⊙ observed at 3 P. M., ship's head E. 1/2 N. 5 ° 52 ′ E variation used, 20 ° 00 ′ W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 750 gallons.

Water Distilled during the preceding 24 hours, 750 "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, tons, 750 lbs.

Coal remaining on hand at Noon, 114 " 2027 "

P. M.																	
1	2	9	76.3	E. N E. 1/2 E	S E. by S.	3		1/2	30.01	65	65	63	64	b c	Cirro Strat	5	H
2	2	5	"	"	"	3		1	29.99	64	65	63	64	"	"	4	"
3	2	0	"	"	"	3		1	29.98	64	65	63	64	"	Cirro Strat	4	"
4	2	0	"	E. 1/4 N.	S S E.	2-3		1	29.95	64	65	63	64	"	"	3	"
5	1	5	"	E. 1/2 S.	South	1-2		2	29.94	64	64	62	64	r c	"	0	H
6	1	0	"	"	"	1-2		2	29.93	64	64	62	64	b c	Cir Cum	3	"
7	0	2	"	"	"	1-0		2	29.92	64	64	62	64	"	"	3	"
8	0	0	"	No Headway	Calm	0			29.94	65	65	63	64	"	"	7	"
9	0	5	"	E. by S.	W. S W.	1-0			29.96	66	66	63	64	"	Cum	2	"
10	0	6	"	E. 1/2 S	W by N.	1-0			29.95	66	66	63	64	b c r	Cir Cum	7	"
11	2	2	76.3	"	"	1-2			29.95	65	64	63	64	"	"	5	"
Mid.	3	3	79.6	"	"	2			29.94	65	64	62	64	"	"	6	"

4-266

under the command of Commander Dr. Rogsby, U. S. Navy,

Sunday, September 1st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 00 AM. Clear and pleasant. Light airs to gentle breeze from E.S.E. to S.E. Barometer falling. Smooth Sea. Steering by the wind on starboard tack under all sail, except spanker and main topsail. Got a cast with sounding machine at 2.00 in 79 fathoms, bottom yellow sand. Another at 4.00 in 64 fathoms, same bottom.

J. V. Jordan,
Lieutenant U.S.N.

From 4 to 8 AM. Fair to cloudy & pleasant. Gentle to moderate breeze from S.E. by E. to S.E. By the wind on starboard tack under all sail except main topsail & spanker. At 5.40 when took in royals, flying jib & main & mizzen topmast staysails & set spanker, then tacked to S.W. & W., by the wind on port tack. Next watch. At 5.30 got sounding in 65 fathoms water, yellow sand, broken shells & black specks.

L. Lonsby
Lieutenant U.S.N.

From 8 AM. to Meridian. Weather fair & pleasant. Moderate breeze from S.E. by E. to S.E. by S. Barometer falling at 9.30 the Commanding Officer inspected Ship with crew at quarters. At 10 held general muster and read the Articles for the Government of the Navy at 11 O'Clock cor. Ship. At noon took sounding in 70 fathoms grey sand and broken shell. At end of watch Ship close hauled on starboard tack under all sail to top gallant sails, except main topsail and spanker.

W. S. Whitney
Lieutenant U.S.N.

From Meridian to 4 PM. Fair to cloudy, light and gentle breeze from S.E. by S. & S.S.E. By the wind on starboard tack, coming up to her Course E. by S. (pc) at 4 O'Clock. At 1.30 took in top gallant sails, setting them again at 2, 0/2. & the spanker. At 2.30 sighted a steamer bearing East standing to W.S.W., passing within 5 miles. Stood back to Westward & S.W. at end of watch. Barometer falling. Smooth Sea.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 PM. Fair & pleasant, overcast last of watch. Light breeze from South to Calm. At Course E. by S. under plain sail to top gallant sails. At 6 top mast staysails set and spanker. At 6.30 hauled up spanker. At 7.15 hauled up mainsail & hauled aboard all topmast staysails. Got Sounding in 67 fathoms yellow sand black specks & broken shells. Sounding at 8 O'Clock 66 fathoms same bottom as before. Barometer rising last part of watch.

L. McNamara
Ensign U.S.N.

From 8 PM. to Midnight. Cloudy first part of watch, clear & pleasant latter part. Calm to gentle breeze from W.N.W. to W. by N. Standing Course E. by S. under top gallant sails, topsails, foresail & jib At 10.00 set royals. At 11.00 hauled up royals, part log reading 76.3. At Midnight got a cast of the lead in 65 fathoms bottom fine grey sand, black specks.

J. V. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard, Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" Third **Rate,**

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
A. M.	8	4															
1	2	8	81.4	E. ½ S.	West.	1 2			29.93	64	64	62	64	fc	Cum Strat	7	lo
2	3	0		"	"	2			29.92	64	64	62	64	"	"	5	"
3	4	0	84.2	"	W by S	2-3			29.92	64	64	62	64	"	"	3	"
4	3	9	88.1	"	SW by W.	3			29.92	64	64	62	64	"	Cum	2	"
5	3	6	91.5	"	"	3			29.94	64	63	62	64	"	"	1	"
6	3	8	95.3	"	"	3			29.96	63	63	62	64	fc	"	1	"
7	4	4	90.7	"	S.W.	3			29.98	65	64	63	64	"	"	2	"
8	4	4	4.1	"	S by W	3			29.99	65	64	63	64	"	"	2	"
9	4	5	8.6	E. by E. ¾ E	South	3		1/8	30.00	66	66	64	64	"	"	3	"
10	3	5	13.1	East	"	3		1/8	30.03	68	67	65	64	"	"	4	"
11	5	3	19.0	E. ½ S.	"	4		1/8	30.04	68	68	65	65	"	"	9	"
Noon.	5	9	24.9	"	"	4		1/8	30.04	68	68	65	65	"	"	9	"

No. 4 Distance by Log

Course and distance made good since preceding noon by observations, E. NE. ½ E. 69 knots, tenths.

Position at Noon:
- Latitude by D. R. 49° 40' 33" N
- Longitude by D. R. 5° 52' 13" W
- Latitude by observations of ⊙ 49° 43' 39" N
- Longitude by chronometer from Forenoon Observations of ⊙ 5° 47' 35" W

Position at 8 A. M.:
- Latitude by D.R. 49° 41' 05" N
- Longitude by Observation ⊙ 6° 16' 35" W

Position at 8 P. M.:
- Latitude by ° ' " N
- Longitude by ° ' " W

Current during the time, ½ knots tenths per hour, setting to the NE. ¾ E.

Error of the Compass by Azimuth ⊙ observed at 9 AM., ship's head E. NE. ¾ E. 13° 52' W

Deviation of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head E. NE. ¾ E. 5° 42' E. variation used, 19° 35' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 750 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 20 50 "

Coal consumed during the preceding 24 hours, tons, 300 lbs.

Coal remaining on hand at Noon, 114 " 1727 "

P. M.																	
1	5	8	30.7	W. ½ S.	South	4			30.05	67	67	65	65	fc	Cir Cum	9	N
2	5	8	36.5	"	"	4			30.05	67	67	64	65	"	"	9	"
3	5	4	41.9	"	"	4			30.06	66	66	64	65	"	"	9	"
4	5	4	47.3	"	"	4			30.06	65	66	64	65	"	"	9	"
5	3	2	50.5	E. by N.	S.S.W.	3			30.06	64	65	63	63	"	"	8	"
6	3	3	53.2	"	"	2			30.07	64	64	63	63	"	"	7	"
7	2	4	57.6	"	S.W.	2			30.09	64	64	63	63	fcw	Cum Strat	7	"
8	2	4	60.3	E. by E. ¾ E.	S.S.W.	1-2			30.09	64	64	63	63	"	"	7	"
9	2	2	62.2	"	"	1-2			30.08	64	64	63	63	"	"	"	"
10	2	5	64.9	"	South	2			30.08	64	64	63	63	"	"	8	"
11	2	3	67.2	"	S. by W.	2			30.08	64	64	63	63	"	"	8	"
Mid.	2	5	69.4	E. by N.	S. by W.	2		1/2	30.07	63	64	63	63	"	"	8	"

4—26

under the command of Commander Louis Kempff, U. S. Navy,

Monday, September 3rd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M.

Clear to cloudy with heavy dew. Light airs to gentle breeze from West hauling gradually to S.W. by W. Smooth Sea. On course E. ½ S., under fore and square sail & spanker. At 7.30 set fore clew of mainsail, flying jib & all stay sails. At 8 hauled in fore log reading 81.7 and at 8.30 fore & aft sail over again. At 9 got sounding in 63 fathoms, yellow sand, black specks & broken shell. At 9 got sounding in 56 fathoms yellow sand, black specks & broken shells. At 3.15 sighted Bishops Rock Light from fore topgallant yard, bearing about E. by E.

L. Kempff
Lieut. Cmdr. U.S.N.

From 4 to 8 A.M.

Weather cloudy. Gentle breeze from S.W. by W. hauling to S. by W. Barometer rising. At 5.30 sighted a sailing vessel in port beam about 7 miles off. At 6.30 a steamer astern, at 7.45 set weather clew of mainsail. Took soundings at 6 and 8 o'clock, in 55 & 57 fathoms respectively, grey sand & broken shell.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 to Meridian.

Cloudy to clear fine weather. Gentle breeze from South. On course E. by S. ¼ S. until 9.45 when changed to East for log 19.1; at 10 to E. ½ S. (per) for log 13.7 by order of Commanding Officer. At 9 turned up for'd part of mainsail. At 9.30 mustered at quarters and cleared steam & away boats for distant service. Set up fore & aft sail over, cast off & veered away 30 fathoms of hawser. At 10 sighted a sailing & steam vessels in sight during watch bound in & out of the English Channels. At 9.30 sighted the Eddystone Light House, Plymouth Sound bearing North (per) & at 11. sighted high land of Rame End England, bearing about N.E. by E. Taking soundings with Thomson's machine. At 9.30 & 10.30 got 54 fathoms fine yellow sand, broken shell & foraminifera. At 11 got 51 fathoms, ordinary pebbly bottom. At end of watch Eddystone Light House in sight bearing about N.N.W. Smooth Sea.

R. D. Tisdale
Ensign U.S.N.

Meridian to 4 P.M.

Clear & fine. Moderate breeze from South. On course E. ½ S. under all sail except main topsail & spanker. Number of sailing vessels & steamers in sights bound in & out. At 2.15 exchanged signs with English Ship Canada. At 3 of Plymouth, after which changing, manned & rowed the following Signal Report in Coal work in Sept 2nd 95. Vessel John. At 3.30 sighted Lizard light bearing E. & E.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Clear & pleasant. Gentle breeze & light airs from S.S.W. to S. & W. Barometer rising. Hands. Smooth Sea. Steering a course E. by S. under all sail except main topsail & spanker. At 4.40 by order of Commanding Officer, steered a course to E. by N. At 5.30 Lizard Light bore N. (Mag.) Set log 54.3 at 7.47 it bore N. W. Port log 59.9. At 8.00 hauled down and unbent main & mizzen topmast Stay sails. Furled mainsail and put on cover. Started fires in boilers A. C. & D. Hoisted smoke pipe. At 7.50 got a cast with sounding machine in 44 fathoms bottom Co. sand & broken shell.

D. W. Jordan
Asst. Engineer U.S.N.

From 8 P.M. to Midnight.

Clear & pleasant, heavy dew. Light airs to light breeze from S. & W. at first heading to S. & E. by ~~Examined and found to be correct.~~ at end. At 8.00 set course E. by E. ¾ E. & steamed it first three hours, by the wind on starboard tack, last hour under plain sail to royals & kept mainsail, main topsail & spanker. At 11.40 shook to & couples & propeller. Hauled up foresail, hauled down flying jib & set spanker. At 11.50 filled away on starboard tack at 11.55 the lock shaft of the low pressure ~~cylinder~~ gear was found to be fractured & the Engines ~~were consequently stopped~~ by Chief Engineer.

R. Kempff
Lieut. Cmdr. U.S.N.

John Ruttard, Lieut. U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	12	9															
1	7	5	69.2	E by N.	S.S.E.	3		½	30.06	63	63	62	63	b c m	Cir Cum	6	N
2	3	4	72.8	E.N.E. ½ E.	S.E. by S.	3		½	30.06	63	63	62	63	"	"	8	"
3	0	8	73.7	N.E. ½ E.	"	1	0	½	30.05	63	63	62	63	"	"	9	"
4	0	3		N.E. by N.	E by N.	1	0	½	30.04	63	63	62	63	"	"	9	"
5	2	0		S.S.E.	E.N.E.	2		1	30.02	63	63	62	63	"	"	8	"
6	3	0		"	"	3		1½	30.02	63	63	62	63	b c	"	8	"
7	3	0		S by E ½ E	E by N.	3		1½	30.01	64	63	62	63	"	"	6	"
8	3	0		S.S.E.	E.N.E.	4	5	1	29.99	63	63	62	63	"	Cum	4	"
9	2	5		S by E	East	4	5	2	29.98	63	64	62	63	b c m	"	4	"
10	3	8		"	"	3	4	2	29.96	63	64	62	63	b c m p	Cirro Cum	2	"
11	3	4		"	E by N	3		3	29.97	63	64	62	63	"	"	4	"
Noon.	1	3		S by E.	E.S.E.	2		3	29.97	64	64	62	63	"	"	5	"

73.3 Distance by log.

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ 49° 45' "N
- Longitude by chronometer from Forenoon Observations of ⊙ + 0° 30' "W

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 570 gallons.

Water Rec'd during the preceding 24 hours, 550 "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, 1 tons, 1940 lbs.

Coal remaining on hand at Noon, 113 " 787 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.	1	5	73.7	S.S.W.													
1	3	6	77.3	S.W. by S.	E.S.E.	3		½	29.95	64	64	62	63	b c	Nimb Cum	4	N
2	0	4	77.7	"	"	3-1		½	29.94	65	65	63	64	b c m	Cir Cum	7	"
3	1	0	81.7	"	N.E. by E	0-1			29.93	66	66	64	64	"	"	3	"
4	0	9	86.5	S by E	West	3			29.93	65	65	63	64	"	"	3	"
5	3	5	90.0	S.S.E. ½ E	"	3			29.93	64	65	64	64	"	Nim Cum	0	"
6	3	9	93.9	S by E	W.N.W.	3			29.97	64	65	64	64	"	"	0	"
7	3	5	97.4	"	"	3			30.00	64	65	63	64	"	"	0	"
8	3	7	101.6	S by E ½ E	"	3			30.01	64	65	63	64	"	"	0	"
9				S by E	N. by W.	2		½	30.04	63	64	63	64	"	"	2	"
10					N.N.W.	2			30.06	63	64	63	64	"	"	2	"
11					N.W. by W.	3			30.09	63	64	62	64	o c m	Cum Strat	0	"
Mid.					"	2			30.10	63	64	63	64	b c m	Cirro Cum	6	"

4—26

under the command of Commander Louis Kempff, U. S. Navy,

Thursday, Sept 5th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 AM. Weather clear. Gentle breeze to light airs from E by S. Barometer falling. At 12.05 took in topgallant sails & royals, when the working shaft [illegible] hours due, set unsteeled propeller hoisted smoke pipe and made all sail to royals & kept main trysail. Several steamers passed both going in and out of the channel. At 2.15 sighted Eddystone light two points on starboard bow. At 3.00 sighted green light 4 points on starboard bow at 3.50 it was ship. Took soundings every half hour in 39 and 40 fathoms of water. Hauled in patent log reading 43.7.

W B Whiteley
Lieutenant U.S.N.

From 4 to 8 AM. Cloudy. Cool & damp. Gentle to stiff Easterly breezes. By the wind on port tack. At 4.00 took in light sails, at 5.30 took in the mainsail. At 6.30 took in flying jib. Staysail & spanker and furled topsails. Got a sounding at 4.30 finding 41 fathoms. Dost light of Eddystone Light about 4 miles. Lt Newton & sailing & steam vessels standing to E & W. in sight. Squally looking weather to E. Distilling, fire banked under boiler "A".

R. D. Tisdale
(A) Ensign U.S.N.

From 8 AM. to Meridian. Cloudy & pleasant, light to gentle breeze from E to E.S.E. At 9.15 took in topgallant sails & took two reefs in topsails. At 9 set spanker & 9.25 mizzen topmast staysail. Got sounding at 10.20 in 42 fathoms. Case sand, gravel & broken shell. Sounding at noon gave 43 fathoms. Same bottom. Mustered at quarters. Barometer steady.

L. McGowan
Lieut. U.S.N.
Ensign U.S.N.

From Meridian to 4 PM. Pleasant & hazy. Gentle breeze from E.S.E. standing to the Sd increasing in force to light airs then hauling to W and increasing to a gentle breeze. Barometer falling. Work smooth. Seas running by the wind in the forenoon. At 1.15 [illegible] Ships and headed N 1/2 E (pc) at beginning of watch. Ship under double reefed topsails, single reefed mainsail fit staysails & spanker. At 1.30 set royals & topgallantsails and fl and flook [illegible] out of topsails and mainsail. At 2.15 hauled down staysails and hauled up spanker. At 3.00 set staysails. Sounding with sounding machine in 45 to 41 fathoms & water bottom yellow sand & gravel. Exercised & pipe to quarters at Gunnery Instruction. Third magazine flood cocks and found them in working order.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 PM. Cloudy, misty & damp. Gentle breeze from W.S.W. to W.N.W. Steering N & E at first at 4.00 changed to N by E. The wind drawing ahead stayed by the wind. Lost speed. At 5 changed Course to N.E. Made sail. Kept 11 Close reefed main sail, main trysail & spanker, until 4.30 when set royals & close reefed main sail & spanker. Sounded at 5 in 41 fathoms, 6 in 37 fathoms, 6.30 in 37 fathoms, 7 in 34 fathoms & 8 in 32 fathoms. At 6.10 made Eddystone Light bearing about N by E 5 miles. Lt Dewey

L. Lon[illegible]
Lieutenant U.S.N.

From 8 PM to Meridian. Examined and found to be correct. Navigator.

Weather cloudy & clearing toward end of watch. Light to gentle breeze from W by N to N by W. Barometer rising. At 9 sighted Duties range light bearing at 10 o'clock. Hove to and picked up pilot who came aboard. Hauled in patent log and stood in for anchorage. At 11.20 called all hands. Bring ship to anchor. Set foresail & mainsail. At 11.45 let go starboard anchor in 4 fathoms of water. Veered to 30 fathoms. Moored ship. Furled sails. Secured from quarters. Ship at anchor in Plymouth Breakwater.

W B Whiteley
Lieutenant U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ships Essex Class Rate,

Standing in Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N. W.	N.N.W	2			30.07	62	60	59		fc	Cir Cu	7	
2				W by N	"	3			30.03	61	59	59		"	"	5	
3				N W by N	"	2			30.03	60	61	57		fc & do	"	7	
4				North	"	1			30.03	61	60	57		"	"	7	
5				N.N.E	"	0.1			30.15	60	60	59		"	"	6	
6				N by E	"	0.1			30.15	60	59	57		"	"	5	
7				"	Calm	0			30.20	60	59	58		fc cm	Str Cum	5	
8				N by W	N.N.W	2			30.22	62	60	59		"	"	5	
9				"	"	2			30.24	64	63	61		"	Cir Cum	6	
10				"	"	2			30.24	64	63	61		"	"	6	
11				"	S by W	2			30.24	64	64	62		"	"	7	
Noon.				N W	"	2			30.24	64	64	62		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons, 950 lbs.

Coal remaining on hand at Noon, 113 " 37 "

P. M.														
1	N.N.W	N.N.W	N by W	2		30.25	64	64	62	f.c.m.c	Cirro Cum	6	
2		N by W	"	3		30.26	66	66	63	"	"	5	
3		"	"	3		30.26	68	68	64	"	"	8	
4		West	W by N	2-3		30.26	72	70	64	"	"	5	
5		"	"	3		30.26	69	71	65	"	"	5	
6		"	"	3		30.25	69	71	65	"	"	6	
7		W.N.W.	"	3		30.24	64	65	62	"	Cirro Nimb	5	
8		N W by W	"	3		30.24	62	64	61	"	"	5	
9		West	"	3		30.26	62	63	60	"	"	7	
10		N. by E	"	2		30.24	63	63	61	"	"	7	
11		North	"	2		30.22	62	62	60	"	"	8	
Mid.		"	"	2		30.21	62	64	60	"	"	8	

4—265

under the command of Commander Louis Kingsley, , U. S. Navy,

Wednesday, Sept Embrs 4th , 18 75.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair & cool, misty. Light breeze to airs from N.N.W. Standing in Plymouth harbor to anchor under lee sails forward & fore staysail and in passage of Mr Higgins. At 1.45 hauled up forsail & fore staysail at 2h 25m came to with port anchor in 3 1/4 fathoms of water, veering chain to 30 fathoms at water edge. Took in & furled sail. The Pilot left Ship at 2h 35m. Bearing at anchorage as follows. Ships Head N by W. Mallow tower N & E 1/4 E. Breakwater Light 2 1/2 m. Mean draft of Ship forward 13'-7" aft 16'-6". Moonlight.

R D Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Fair & pleasant. Calm to light airs from N.N.W. Exercised morning cadets. A British man of war went out.

J. L. Luce
Lieutenant U.S.N.

From 8 AM to Meridian Weather clear & pleasant. Light breeze from W & S.W. 15 Sm by W. Barometer rising. At 9.15 an officer from the Admiral Candy the English Naval Station paid an official visit to this Ship. At 10 O'Clock sent an officer to return this boarding call. Sent a boat with an officer for the U.S. Consul who visited the Ship at 11.30. Fort on point having target practice. All now the English steaming vessels in harbor dressed Ships. Cleaning engaged in painting Ships. Started out steam launch.

W.S.H. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear & fair and pleasant. Light to gentle breeze from S.W. to W.S.W. German Imbrat Mail Came in harbor 2 O'Clock and anchored. Sent an Officer to pay an official call & received an official call in return one hour later. Sent broken locking Shaft of Steam Engine to Willoughby & Jon Old. Engine & Ship Builders Plymouth for repairs.

R D Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Weather fair & pleasant. Gentle breeze from S.W. by W. Barometer steady.

W.S.H. Whittlesey
Lieutenant U.S.N.

From 8 P.M to Midnight Clear & Cool. Light Westerly breezes. Bright moonlight.

R D Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship "Erie" Third Rate,

At Anchor in the Harbor of Plymouth England

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				N by W	W by S	2			30.21	61	61	60		b c m r	Cum Nimb	6	
2				S W by S	S b W.	2 3			30.20	61	61	60		"	"	5	
3				S W	"	3			30.19	61	61	60		b c r r	"	3	
4				"	"	3			30.18	61	61	60		"	"	4	
5				"	"	2 3			30.16	61	61	60		"	"	4	
6				W S W.	"	3			30.14	62	61	60		b c	"	4	
7				S W by W	S W by S	4			30.13	62	61	60		"	"	4	
8				W S W	"	3			30.15	62	61	60		"	"	4	
9				West	"	3			30.15	63	62	61		"	"	4	
10				N W by W	W S W	3			30.15	64	63	62		"	"	3	
11				S by W	S W.	3			30.15	65	65	63		"	Nim Cum	7	
Noon.				"	"	3			30.15	65	64	62		o c	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 5 00 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 15 00 "
Coal consumed during the preceding 24 hours, tons, 0 25 lbs.
Coal remaining on hand at Noon, 112 " 1752 "

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				N. by W	S W.	3			30.15	64	64	62		o c m	Nim Cum	0	
2				S W.	"	2			30.14	64	65	63		"	"	0	
3				"	"	2			30.14	64	65	63		"	"	0	
4				"	"	2			30.13	64	65	63		"	"	0	
5				S W by W	S W by W	2			30.12	64	65	63		"	"	0	
6				"	"	2			30.12	63	65	63		o c m d	"	0	
7				West	West	2			30.12	64	64	63		"	"	0	
8				"	"	2			30.13	64	64	63		"	"	0	
9				S W by W	"	2			30.12	64	64	63		o c m r	"	0	
10				N by W	"	2 3			30.12	64	64	63		"	"	0	
11				North	"	2			30.13	63	64	62		"	"	0	
Mid.				S. by W	"	2			30.12	63	64	62		o c f d	Nim	0	

4—256

under the command of Commander Edwin Kingsley, U. S. Navy,

Thursday, Sept 5th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced Variable A.M.

Cloudy and cool light to gentle breeze from W by N, backing to S.W. Bright moon light. Barometer falling.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Weather cloudy with gentle breeze from S.W. to S.S.E. Barometer Steady. Received in Provisions as per Indent of Soft Bread and Accounts, 107 lbs Beef, 107 lbs Vegetables and 86 lbs Bread.

W. F. W. Kingsley
Lieutenant U.S.N.

From 8 A.M. to Meridian

Cloudy to overcast. Gentle S. to S.W. by breezes. Sent one of the Steam launches ashore to Mess. Willoughby & Sons, Plymouth for repairs. At 9h 45m had quarters for muster & inspection. Exercised the Apprentices as follows. 1st period all divisions Company drill or Exercise. 2nd period 1st & 2nd cutters Crews at boat & Coming alongside. The Commanding Officer left the Ship to pay Official visit to the English Navy & Army Officers & the Norwegian Consular Cadet was anchored. Issued Monthly Indemnity to Seamen of Crew.

R. D. Tyndale
Asst. Engineer U.S.N.

From Meridian to 4 P.M.

Overcast cloudy & hazy. Gentle to light S.W. by breezes. Commanding Officer paid and Official visit to the Admiral of the Port, Senior officers afloat the General Commanding the American Consul & the Captain of the German Gunboat "Wolf." Received Official visits from the English Fleet Captain & Commanding Officers of German Gunboat "Wolf." Sent liberty party ashore at 7.30 P. Exercised Apprentices at Signals.

L. McE. Namee
Ensign U.S.N.

From 4 to 8 P.M.

Overcast cloudy & damp. Light Westerly breeze. At 6.30 sent down top gallant & royal yards. Received in Provisions for issue to crew the following Provisions:- 107 lbs Beef, 107 lbs Vegetables & 86 lbs Bread.

R. D. Tyndale
Asst. Engineer U.S.N.

From 8 P.M. to Midnight.

Overcast & cloudy with heavy fog last hours of watch. Light Westerly breeze.

L. McE. Namee
Ensign U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Esex Third Rate,

At anchor in the Harbor of Plymouth England.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Ones.	State of the Sea.
A. M.																	
1				N. W.	S W.	4			30.14	63	63	62		o.c.f.	Cumu Nimt	0	
2				W.S.W.	"	1			30.14	63	63	62		.	"	0	
3				.	"	1			30.13	63	63	62		o c fa	"	0	
4				.	"	2			30.12	63	63	62		.	"	0	
5				S W.	"	1			30.13	63	63	62		o.c.r.f	Nimt	0	
6				N. W.	Variable	0-1			30.14	63	64	63		o e a f	"	0	
7				N by E	Calm	0			30.14	63	64	63		o e f		0	
8				N E by N.	"	0			30.14	63	64	63		o e d.n.	Cirri Cumu	0	
9				N. E.	S. W.	2			30.16	64	64	63		t.c.m	"	2	
10				North	"	2			30.16	66	66	64		.	"	4	
11				.	South	2			30.17	67	67	65		o o f	"	5	
Noon.				N. N. W	S. S W.	3			30.17	67	67	65		o c fa	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons, 1500 lbs.

Coal remaining on hand at Noon, 112 " 252 "

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Ones.	State of the Sea.
P. M.																	
1				N by E	S. S W.	2			30.16	65	66	65		t.c.fa	Cumu Nimt	0	
2				.	"	2			30.16	65	66	65		.	"	0	
3				S. S. W.	"	1			30.14	66	67	65		t.c.m	"	2	
4				S W.	"	2			30.12	65	67	65		.	"	1	
5				.	"	2			30.12	64	66	64		.	"	1	
6				West	N W.	1			30.10	64	66	64		.	"	1	
7				South	Calm	0			30.10	64	66	64		.	"	1	
8				.	"	0			30.10	65	65	63		"	"	1	
9				East	East	2			30.09	64	64	62		t.c.p.	"	0	
10				N E by E	"	3			30.07	64	64	62		.	"	0	
11				"	"	4-6			30.05	64	64	60		t e l q	"	0	
Mid.				"	"	5-6			30.06	69	64	60		"	"	0	

under the command of Commander Louis Kempff, U. S. Navy,

Friday, 6th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Foggy weather. Light airs to light breeze from SW. Barometer falling.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M. Overcast cloudy & foggy. Calms & variable light airs.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy to overcast with passing fog banks. Light to gentle breeze from South to West. Had Quarters at 9.30. Crossed Topgallant Royal Yards & loosed Sail to Divisions. At 10.45 furled Sail. Received official visit from the Flag Commanding 2nd Division of the Port.

L. McNamee
Ensign U.S.N.

From Meridian to 4.00 P.M. Cloudy weather, light passing drizzle first part of watch. Light breeze to light airs from S.S.W. Barometer falling. Exercised Gun Crews at boat pulling and gun instruction. Commanding Officer of U.S.S. Cambridge visited the Ship. Lieutenant Commander F. M. Wise U.S.N. left the Ship on leave of absence. Four cruiser Shore battery near entrance of harbor was practicing at firing at a movable target. At 2 pm hauled down the Flag of an English Admiral left the harbor.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy & pleasant, passing fog banks, light breeze from S.W. to Calm. Allan (App. 3 cl.) returned from liberty drunk and was placed under charge of master at arms to await action of Commanding Officer. Received in Provisions & Supplies & account Fresh provisions as follows: Fresh Beef 104 lbs. Vegetables 167 lbs. Bread 86 lbs.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight. Cloudy passing showers lightning to the N.E. & W. Calm to gentle breeze increasing to a stiff breeze and squalls from E. Barometer falling. E. Hunter (App. 3 cl.) left the ship while on shore on duty and did not return.

J. W. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26.

LOG of the UNITED STATES Ship "Essex" Rate,

At anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in Offin.	State of the Sea.
A. M.	Tidal Current																
1	1	0	Ebb	South	East	1-2			30.06	63	63	61		o.c.q.p.l.	Cirro Strat	0	
2	Stopping to		Flood		Calm	0			30.02	63	63	61		f.c.m.m.	.	0	
3	1	2	Flood	S.W.	.	0			30.06	63	63	62		f.c.m.	.	3	
4	0	5	.	.	.	C			30.06	63	63	61		.	.	4	
5				S by W	.	0			30.07	63	63	61		.	"	4	
6				S.S.E.	.	0			30.07	62	62	61		f.c.m.	.	5	
7				S.E. by S.	.	0			30.03	63	62	61		.	Cirro Strat	7	
8				S by W	West	0-1			30.03	63	64	62		.	Cirro Strat	5	
9				South	S.W.	0-1			30.06	66	64	63		.	"	6	
10				"	.	1			30.07	66	67	65		.	.	5	
11				"	W by S	2			30.10	67	67	65		.	.	4	
Noon.				.	.	2			30.11	67	67	65		f.c.	Nimbus	1	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water Received during the preceding 24 hours, 3400 "

Water remaining on hand fit for use at Noon, 2900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 112 " 252 "

P. M.															
1		N.N.W.		W by N	2		30.15	67	67	65		Cirro Strat		0	
2				Calm	0		30.17	68	68	66		f.c.	.	2	
3		W by N		N.N.E.	2		30.16	69	69	66		.	.	3	
4		W by N		N by E	2		30.16	69	68	66		.	.	4	
5		N W by N		N by W	2		30.17	69	69	64		.	.	5	
6		North		North	1-2		30.16	66	65	63		.	.	8	
7		N by W		N.N.W	2		30.16	64	65	62		f.c.m.	Cirro Strat	6	
8		N by E		"	2		30.18	62	62	60		.	.	7	
9		"		"	2		30.20	60	60	60		.	.	8	
10		N.N.E.		.	1-2		30.22	60	60	59		"	.	8	
11		"		North	1-2		30.23	60	60	59		"	"	8	
Mid.		.		"	1		30.24	60	60	59		"	"	8	

under the command of Commander L. Ogis Kingsley, U. S. Navy,

Saturday, September 7th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends A.M. Cloudy with thunder and lightning and passing rain showers first hour, clearing toward 2nd. Easterly squalls first hour. Called first of watch. Rising to Ebb at first. Going to flood about 2.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.: Cloudy hazy & pleasant. Calm. Moored ship to a buoy line at 7 oclock. Rising to Ebb. Steady Barometer. Executed morning orders.

L. M° Manus
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy and pleasant. Light airs to light breeze from SW to W by S. Barometer rising. At 11.00 furled sail. Water boat came alongside, received on board 400 gallons of water for drinking purposes after same had been inspected by the medical officer of this ship. One of U.S.N. Ships came in and tied up to buoy.

J. W. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy but pleasant. Light breeze from W by S. first hour calm second hour, light breeze from N.N.E. to E.N.E. last of watch. Sent liberty party on shore. Discharged from this ship and the Naval service E. Christiansen (Gunners Mate 3 cl) & J. Mitzga (Cox Cook) their terms of enlistment having expired.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant. Light airs to light breeze from N by E to N.N.W. Barometer falling slowly then rising. Received on board in Bay & Dept 86 lbs fresh Beef, 107 lbs fresh Vegetables.

J. W. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Clear & pleasant. Light airs to light breeze from N.N.W. & W.N.W. Liberty party returned. By order of the Commanding Officer placed Coxswain Fuller & Lapeire (Apl 3 cl) under charge of Master-at-arms for safe keeping they having returned from liberty under the influence of liquor.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard, Lieutenant
Navigator.

4—265

LOG of the UNITED STATES "Ship Essex" Rate,

At anchor in the Harbour of Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				North	North	2			30.21	58	50	58		b.c.w	Cirus	8	
2				N by W	"	1			30.21	58	58	58		"	"	8	
3				N by W	"	1			30.22	58	58	57		"	"	6	
4				N. by W	"	1			30.22	58	58	57		"	"	6	
5				N. W	"	1			30.23	58	59	57		"	"	5	
6				N. E.	N E	0.1			30.23	57	57	55		"	Cs fth	5	
7				N E	"	0.1			30.23	58	56	54		b.c.w	"	6	
8				N by E	"	0.1			30.22	58	58	55		"	"	6	
9				N E	N. N. E.	0.1			30.22	59	58	58		"	"	7	
10				N. E	N E	1			30.24	64	65	61		"	"	8	
11				North	S. W.	2			30.25	64	64	62		"	"	7	
Noon.				N by W	"	2			30.25	64	64	62		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2 400 "

Coal consumed during the preceding 24 hours, tons, 900 lbs.

Coal remaining on hand at Noon, 111 " 1592 "

P. M.														
1		N. N. W	N N W	1		30.25	65	65	63		t e m	Cir Cum	8	
2			N W by W	1		30.23	67	66	64		"	"	7	
3		S. E by E	S E by E	2		30.23	70	68	65		"	"	7	
4		S by E	"	2		30.23	70	68	65		"	"	7	
5		S. S. E	S S E	2		30.21	69	67	64		"	"	6	
6		S E by E	"	2		30.20	68	66	64		"	"	6	
7		East	East	2		30.20	67	67	65		"	"	6	
8			"	2		30.20	66	67	64		"	"	5	
9		E by S	"	3.5		30.19	66	66	63		t e m r	"	6	
10		East	E by S	5-6		30.18	65	65	63		"	"	6	
11		E N E	"	5-6		30.18	65	65	63		"	"	6	
Mid.			"	5-6		30.18	65	65	63		"	"	7	

under the command of Commander Louis Kingsley, U. S. Navy,

Sunday, 1st September, 18[illegible].

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A. M.
Weather clear and pleasant. Light breezes to light airs from North. Barometer steady. Flood tide

W. S. W. Whittlesey
Master's Assistant U.S.N.

From 4 to 8 A. M.
Clear and pleasant first part of watch hazy and smoky in inner harbor foggy to seaward last part. Calm and light airs from N. to N.E. Barometer steady. Placed P.A. Pilot (Appd. C.) under charge of Master at Anns to await investigation of alleged offence.

J. W. Adams
Master's Assistant U.S.N.

From 8 A. M. to Meridian
Clear overhead fine hazy over the land. Calm to light breezes from N.E. & E. at first shifting to S.E. & W. about 11 A.M. At 9 A.M. mustered at Quarters absent without leave J. Newcomb (Appd. C.) & A. Brown (Appd. Seamen) Absent on leave A. Dresser (1st Class) J. Wilde (1st Class) & Thomas Shaw (Ordinary Seaman) Read the Articles for the Government of the U.S. Navy to the Crew. At 10 A.M. Divine Service performed by the Captain assisted by the Master and Clerk. At 10½ A.M. a Clergyman from Shore held Divine Service on board. Sent liberty party of men on shore at 11 A.M. & recalled at 1 P.M. Returned from liberty 1 man over time. Received Acceptance of Appointment of John Blunt to be a Summer Mate 1st Class, from July 1st 1875 and delivered it to him. Enlisted J. Mintzer Cabin Cook and E. Brinstrom Seaman for Coast Service.

J. B. Lamb
2nd Assistant U.S.N.

From Meridian to 4 P.M.
Weather clear and pleasant. Light airs to light breezes from W. S.W. to S.E. by E. Barometer falling.

W. S. W. Whittlesey
Master's Assistant U.S.N.

From 4 to 8 P.M.
Clear and pleasant. Light breezes from S.E. by E. at first squaling to East last half. Received on Board Department Stores as per Store Receipt Book Pages 1 to 4 viz. Vegetables and 76 lbs Fresh Beef, 81 lbs Vegetables and 76 lbs Fresh

J. B. Lamb
2nd Assistant U.S.N.

From 8 P.M. to Midnight
Weather clear. Gentle increasing to fresh breezes in squalls from East to E. by S. Barometer falling.

W. S. W. Whittlesey
Master's Assistant U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Commanding.

4-20.

LOG of the UNITED STATES Ship "Essex" Third Rate,

At Anchor in the Harbor of Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dpth of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				East	E by S	5-6			30.16	65	65	62		b.c.m.z.b.r	Cum	8	
2				"	"	5-6			30.15	65	65	62		"	"	8	
3				"	"	5-6			30.14	65	65	63		"	"	8	
4				S E by S.	"	5-6			30.12	65	65	63		"	"	8	
5				S.E.	"	5-6			30.12	65	65	61		f.c.m.	"	8	
6				"	E. S. E.	4-5			30.12	65	65	63		"	"	8	
7				E.S.E.	"	4-5			30.11	65	65	64		"	"	8	
8				E.S.E.	"	4-5			30.11	65	65	64		"	"	8	
9				E by S	"	4-5			30.10	71	72	68		b.c.	Cum	8	
10				East	"	4-5			30.10	72	74	70		"	"	7	
11				E by N	"	4-5			30.10	73	74	70		"	"	7	
Noon.				N E by E	"	4-5			30.09	73	73	70		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 111 " 1592 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dpth of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				E by N.	E.S.E.	4-5			30.08	73	73	69		b.c.	St Cum	7	
2				E. S.	"	4-5			30.16	74	75	70		"	"	8	
3				S. S. W.	S E	4			30.05	73	75	72		"	"	7	
4				S by W	South	4-3			30.04	72	77	71		"	St	8	
5				W by S	"	2			30.02	67	71	68		b.c.m.	Cum	6	
6				S. S. W.	"	2			30.01	66	70	67		"	"	4	
7				S W by S	S by E	2			30.01	69	66	65		o.f.	"	—	
8				W S W	W S W	2			30.02	67	66	65		"	"	—	
9				W. S. W.	W by W	1			30.02	65	66	64		b.c.m.	Cum	2	
10				N by W	"	1-0			30.02	65	66	64		"	"	6	
11				"	West	1			30.02	64	65	63		"	"	1	
Mid.				"	"	2			30.02	64	65	63		"	"	1	

under the command of Commander Louis Kempff, U. S. Navy,

Monday, September 9th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and Cool. Fresh breeze in squalls from E by S. Bright moonlight.

R. D. Tisdale
Ens. Ensign U.S.N.

From 4 to 8 A.M. Hazy clear overhead. Moderate to fresh breeze from E by S & E.S.E. Carried out morning orders.

J. B. Luby
2d Lieutenant U.S.M.

From 8 A.M. to Meridian. Weather clear with moderate to stiff breeze from E.S.E. Barometer steady. At 9.30 mustered crew at quarters finding the following named men absent without leave: T. P. Sweeney (Ldsm); A. Wessendorf (C); J. Welch (S.C.2cl); T. Perry (BM.2cl), N. C. Mayberry (Ldsm), Missed topsails sent down light yards and unbent the light sails. J. Welch (S.C.2cl.) returned 26 hours overtime.

W. B. W. Whiteley
2d Lieutenant U.S.M.C.

Meridian to 4 P.M. Clear and pleasant. Stiff to gentle breeze from E.S.E. to South. Exercised apprentices both watches at heaving the lead, and the whale boat crew at oars in 1st Cutter. Lost overboard one 9lb lead while heaving, due to breaking of lead line. Delivered to R. A. Whiting (Appr 3cl) specifications of Summary Court Martial, charging him with theft.

R. D. Tisdale
Ens. Ensign U.S.N.

From 4 to 8 P.M. Weather fair. Lying in about 6.30. Light breeze from S to W. by S. Received in Department of Supplies and Accounts 107 ½ lbs Raf. 107 ½ lbs Vegetables and 8 lbs of Bread. T. P. Sweeney (Ldsm) returned to the Ship 36 hours overtime.

W. B. W. Whiteley
2d Lieutenant U.S.M.C.

From 8 P.M. to Midnight. Generally cloudy. Light Westerly breezes. Moon shining through clouds.

R. D. Tisdale
Ens. Ensign U.S.N.

Examined and found to be correct.

John Hughes
1st Lieutenant U.S.M.C. Navigator.

4-26.

LOG of the UNITED STATES Ship Essex Third **Rate,**

At Anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated time Sea.
A. M.																	
1				N W	N W	2			30.02	62	61	64		b c. m	Cum	–	
2				North	N by E	2			30.01	64	63	65		"	"	–	
3				N W by N	N W	3			30.00	65	63	64		"	"	–	
4				N. by W	N W	3			30.00	65	64	64		"	"	–	
5				W	"	0-1			29.99	65	65	64		b c m	"	2	
6				"	"	0-1			30.00	65	65	64		o c m	Cum Strat	0	
7				S W by S	"	1			29.99	65	65	64		"	"	0	
8				"	"	1			29.99	65	65	64		"	"	0	
9				S by W	"	2			29.99	65	65	64		b c m	"	2	
10				S W by S	S W by S	3			29.99	66	66	65		"	"	2	
11				S W	S W	2			29.97	66	66	65		"	"	2	
Noon.				N. by E.	"	3			29.96	66	66	64		"	"	4	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1300 "

Coal consumed during the preceding 24 hours, tons, 135-0 lbs.

Coal remaining on hand at Noon, 111 " 242 "

P. M.															
1	N W by W	S W	4		29.94	65	62	b c m	Cum Strat	2	
2	N W	West	4		29.93	63	64	62	b c m p	"	0
3	W by N		3		29.92	63	62	61	"	"	0
4	S W by W	W. by W.	3		29.90	63	62	61	b c p	"	3
5	"	"	4		29.90	64	64	61	"	"	4
6	"	"	4-5		29.89	63	64	62	b c q	"	4
7	West	"	4		29.89	63	62	58	b c	Cum Strat	4
8	W by N	"	4		29.89	62	62	59	"	Cum	9
9	"	"	4		29.89	61	62	59	b c q	"	8
10	"	West	4-5		29.89	61	62	59	"	"	9
11	W N W	"	4-5		29.89	60	61	58	"	"	7
Mid.	"	"	4-6		29.89	60	61	58	"	"	3

under the command of Commander, Louis Kingsley, U. S. Navy,

Tuesday, September 10th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Until 4 A.M. Overcast cloudy & heavy, light to gentle breezes from N.W. to N. Barometer falling. Riding to Ebb Swinging & flood at 3.30

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Weather cloudy. Calm to light airs from S.W. Barometer falling. D.H.C. Murphy (Ord.) & Mason (F.C.) and T. Perry, Brevet returned 24 #7 and 36 hours overtime respectively. At 7.45 Crossed Top gallant Royal Yards.

W.B.U. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian Cloudy cool & misty. Light S.W. by breezes. At 9.30 had quarters for muster & inspection. Released as follows. 1st Cutter call boat, armed & equipped for cutting out. 1/7 2nd Cutter 1st Launch Apprentices Marlinspike Seamanship: Oct 10th a summary Court Martial of which Lieutenant J.A. Jordan U.S.N. was Senior Member, met for trial of P.A. Whiting 3rd Class Apprentice.

R.D. Tisdale
Ensign U.S.N.

From 12 to 4 P.M. Overcast cloudy with passing showers. Summary Court adjourned at 12.30 to await action of Commanding Officer. Released Starboard watch of Apprentices at Marlinspike and Portion of at Lead & Compass, English Torpedo Catcher went to Sea & English Gunboat came into harbor about 3 P.M. Lieutenant W.B. Whittlesey U.S.N. left the Ship on one weeks leave. Riding to Ebb tide.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Cloudy to clear. Moderate breezes from W.S.W. at 6.00 sent down top gallant Royal yards. Received on Board & set the following provisions for issue to Crew, 107 1/2 lbs Beef, 107 1/2 lbs Vegetables, 86 lbs bread.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Clear & cool and moderate to fresh breezes from W.S.W. to West. Put drift lead over at 10.45. Steady barometer. Moon rose at 9 Oclock. Rain squalls last of watch.

Examined and found to be correct.

John Lubbock
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Thirty-Rate,

At anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
A. M.																	
1				N by W	W N W.	5-8			29.96	60	57			b c q	Cum	7	
2				"	"	2-7			29.96	60	57			"	"	6	
3				W N W	W by N.	3-5			29.90	60	57			"	"	6	
4				"	"	3-7			29.90	59	57			b c q p	Cirr Cum	5	
5				West	"	5			29.91	60	58			b c	"	5	
6				W by S	"	5			29.90	60	57			"	Cum	3	
7				West	"	4-5			29.97	59	57			b c q	"	1	
8				"	"	3-5			29.96	61	60	58		"	"	7	
9				"	"	4-5			29.93	63	61	58		"	"	7	
10				"	W N W.	4-5			29.96	61	60	58		b c q p	"	3	
11				W by N	"	4			29.97	62	62	58		b c q	Cum	2	
Noon.				N W by W	"	5			29.98	63	63	59		"	"	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, tons, 1050 lbs.

Coal remaining on hand at Noon, 110 " 1150 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
P. M.																	
1				N W	W N W	5-6			29.99	62	62	58		b c q	Nim Cum	4	
2				"	"	4-6			30.00	63	63	58		t c q	"	5	
3				W N W	"	4-5			30.01	64	64	58		"	"	5	
4				N W	N W	4-6			30.03	64	63	58		"	"	5	
5				"	"	4-5			30.03	63	62	57		"	"	5	
6				W by N	N W by W	4-5			30.03	61	61	57		"	"	5	
7				"	"	4			30.02	60	60	57		f c	"	5	
8				W N W	"	3			30.06	60	60	57		"	"	5	
9				"	"	3			30.06	59	59	57		f c w	Cirr Cum	6	
10				"	"	3			30.08	59	59	57		"	"	6	
11				N W by W	"	2-3			30.09	59	59	57		"	"	6	
Mid.				N W.	"	2			30.09	59	58	56		"	"	4	

4—20

under the command of Commander, Doris Kingsley, U. S. Navy,

Wednesday, September 11th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant bright moonlight, light passing showers last hour of watch. Set to gentle breeze with heavy to stiff squalls from W.N.W. to W.by N. Barometer Steady, At 12 00 veering to 40 fathoms on the port cable.

J.N. Jordan
2nd Lieutenant U.S.M.C.

From 4 to 8 A.M. Fair to clear and cool. Stiff and fresh breeze in squalls from W.by N. At 7.45 Crossed Royal top gallant yards.

R.D. Tisdale
Ens. U.S.N.

From 8 A.M. to Meridian. Cloudy and pleasant passing showers. Variable weather. Moderate to fresh breeze from W.N.W. veering to west. Got on board Ships Cutter for Stores landed. Exercised Apprentices at Company & Signals. German Man of war "Odin" went to Sea. Engine Boys & Topmen Scrubbing in harbor.

L. McNamara
Asst. Engineer U.S.N.

From Meridian to 4 P.M. Pleasant weather, threatening showers. Moderate to stiff breeze with fresh squalls from W.N.W. to N.W. Barometer rising. Received on board in Construction Dept. Pr (1) hose Couplings. J. Hoker App 3 cl and J. Marin App 3 cl left the first cutter while ashore on duty, without permission, and did not return. Sent J. Wilks (Master at Arms) ashore to look for them and bring them back to the Ship.

J.N. Jordan.
2nd Lieutenant U.S.M.C.

From 4 to 8 P.M. Cool and pleasant, with fresh N.W. by breeze. Received in Dept of Ships Stores and recruit fresh provisions as follows fresh Beef 107 lbs Vegetables 507 lbs Bread 86 lbs. J. Marin App 3 cl & J.C. Hoker App 3 cl Boys brought on board by Master at Arms and were placed in confinement for five days in double irons for leaving running boat without permission. Sent down topgallant & royal yards at 6 30.

L. McNamara
Asst. Engineer U.S.N.

From 8 P.M. to Midnight. Clear and pleasant, heavy dew. Light to gentle breeze from N.W. by W. Barometer rising Steadily.

J.N. Jordan
2nd Lieutenant U.S.M.C.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Erie" Third Rate,

At anchor in the Harbor of Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N N W	N W	2			30.11	59	59	56		b c w	Cu Cumi	7	
2				"	W N W	2			30.13	58	58	56		"	"	6	
3				"	"	2			30.14	58	58	56		b c p m	Strat Cumi	3	
4				N W by N	"	2			30.14	58	58	56		b c m	"	4	
5				N W by W	"	1			30.15	59	58	56		"	"	4	
6				West	"	1			30.16	58	58	56		"	"	3	
7				"	"	2			30.18	58	58	55		"	Cu Cumi	6	
8				N W by W	N W	2-3			30.19	59	58	56		"	Strat Cumi	3	
9				W N W	"	2-3			30.20	60	58	56		o c m.	"	0	
10				N W by W	"	3			30.20	61	60	56		b c. g	"	3	
11				"	N W by W	3-4			30.21	61	61	57		"	"	4	
Noon.				N W	"	3-4			30.21	62	61	57		"	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 700 gallons.

Water Received during the preceding 24 hours, 3000 "

Water remaining on hand fit for use at Noon, 3000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 110 " 1433 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				N N W	N W	3-4			30.23	63	62	57		f c y	Nimbus Cumi	4	
2				"	N N W	3-4			30.25	62	62	58		"	"	1	
3				"	"	3-4			30.26	62	62	58		"	"	1	
4				"	"	3-4			30.26	62	62	58		"	"	0	
5				N W by N	"	3-4			30.25	61	61	58		"	"	4	
6				"	"	2			30.27	61	60	57		b c m	"	4	
7				N W	N W	2			30.27	60	60	57		"	"	4	
8				W by N	W N W	1-2			30.28	60	60	57		"	"	2	
9				"	"	2			30.29	59	60	57		"	"	2	
10				N N W	N W	2			30.30	59	60	57		f c	"	0	
11				N W	"	1			30.30	60	60	58		"	"	0	
Mid.				N N W	"	1			30.30	60	60	58		b c	"	4	

under the command of *Commander Louis Kingsley*, U.S.Navy,

Thursday, September 12, 1895

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commences and until 4 A.M.
Partly....
hour. Light breeze from Nd. and W....
3.45. Moon rose at 3.00.

From 4 to 8 A.M.
Cloudy and cool....
Rising barometer. Closed top gallant....
party returned. Sawins (Apprentice)....
English Training Brigs went to sea....

From 8 A.M. to Meridian
Cloudy....
with moderate squalls from....
mustered at quarters, M. W.....
absent without leave. At 8.45....
at sending up and down top gallant....
furled sail. N.B.M. Torpedo Boat....
also three Training Brigs.

From Meridian to 4 P.M.
Cloudy &....
blowing in puffs to moderate....
sailing boats & in signals....
a water boat came alongside.

From 4 to 8 P.M.
Pleasant we....
decreasing to light airs NNW to....
on board in Pay Dept for use of....
and 86 lbs of bread. At Sundown....
W.E. Sharp Lds) returned on boat....

From 8 P.M. to Midnight
Cloudy....
from NW....

Examined and found to be correct.

Technical issue - unreadable

LOG of the UNITED STATES Ship "Erie" **Rate,**

At Anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.																	
1				North	N.N.W.	1			30.31	59	59	58		fc	Cu	1	
2				"	Calm	0			30.31	58	58	57		"	"	6	
3				N by E	N E	1			30.31	56	57	56		fcm	Cum	8	
4				N.N.E	"	1			30.31	55	57	55		"	"	2	
5				N x E	"	1			30.31	58	59	57		fc	"	4	
6				"	"	1			30.31	57	57	55		"	"	6	
7				East	"	1.2			30.32	59	57	54		fcm	"	8	
8				E S E	"	1			30.33	63	58	56		"	"	8	
9				South	N W	1			30.35	65	60	57		"	"	4	
10				N E	N.N.E.	1			30.35	61	62	58		"	"	7	
11				"	N.N.W	1			30.35	63	63	63		"	"	5	
Noon.				North	"	1			30.35	63	63	63		"	"	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 3500 "

Coal consumed during the preceding 24 hours, tons, 1050 lbs.

Coal remaining on hand at Noon, 110 " 392 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1				North	N.N.W	0.1			30.34	64	63	60		fc	Cum	5	
2				N W by N	N W by W	1			30.33	65	64	60		"	"	5	
3				W by N	W by S	3			30.33	67	65	61		"	"	5	
4				"	"	3			30.33	68	67	62		"	"	6	
5				N W	W N W	2			30.33	70	64	61		"	"	6	
6				"	N.N.W	1			30.33	63	64	61		"	"	7	
7				N W by N	North	2			30.30	62	63	59		fcm	Cu Cum	7	
8				North	"	1			30.30	60	61	59		"	"	7	
9				N E by E	N E	1			30.30	59	58	56		"	"	8	
10				"	"	2			30.31	56	56	53		"	"	5	
11				N E by E	"	2			30.30	55	55	53		"	"	7	
Mid.				"	E N E	2			30.29	55	55	53		"	"	7	

under the command of Commander Lodin Kingsley, U. S. Navy,

Friday, September 15th, 18 75.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Generally clear. Cool. Calms and light airs from N.N.W. and N.E.

R.D. Tindale
Ensign U.S.N.

From 4 to 8 A.M. Pleasant weather mist or haze around horizon. Light airs to light breze from N.E. Barometer rising Steady.

Jas. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Meridian Pleasant weather partly cloudy. Light airs from N.N.W. & W.N.W. at 9.30 A.M. Cleared decks for General quarters. At 10.50 A.M. cleared at the quarters. Two of the English training brigs were under way cruising about the harbor during the watch.

J. E. Luby,
Lieutenant U.S.N.

From Meridian to 4 P.M. Fair and pleasant. Calms light airs and breezes Variable. Between N.N.W. and S.W. by W. At 1.35 German Corvette "Marie" came in harbor and anchored firing a national Salute and one of 17 guns with English flag at main & fore respectively which were returned gun for gun from the Citadel and Dockyards respectively. Sent an Officer to board her and extended usual courtesy which visit was returned.

R.D. Tindale
Ensign U.S.N.

From 4 to 8 P.M. Partly Cloudy & pleasant. Light airs to light breze from W.N.W. at last hauling to N. and last half. Lieutenant Commander J. M. Wise U.S.N. returned from leave, also J. Morin (Pilot) U.S.N. Ensign (Appt 3d cl) & M.D. Evans (Appt 3d cl) returned from liberty 1 day and 22 hours overtime. U.S.S. Monocacy Marix left the harbor. At 5.50 sent down top gallant and royal yards. Received in Jay D Sept. 107 lbs Beef, 107 lbs Vegetables & 8 lbs Bread.

J. E. Luby
Lieutenant U.S.N.

8 A.M. to Midnight. Clear & Cool. Light N. Ely airs & Hazy.

R.D. Tindale
Ensign U.S.N.

Examined and found to be correct.

John Hufford
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship Essex Third Rate,

At Anchor in the Harbor of Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea.
A. M.																	
1				N E by E	N E	1			30.29	54	55	53		b m o		10	
2				N by E	"	2			30.29	53	55	53		"		10	
3				N N E	N N E	2			30.28	52	54	53		"	"	10	
4				"	"	2			30.28	52	54	52		b m o	Cirro	4	
5				"	"	1			30.28	52	53	51		b c m	Cirro	8	
6				"	"	1			30.28	53	53	53		"	"	8	
7				N by W	"	1			30.28	53	53	52		"	"	8	
8				N W	"	1			30.29	55	54	52		b c f		7	
9				S W by W	Calm	0			30.30	58	55	52		b c m	Cirro	8	
10				S by W	South	2			30.36	63	61	58		"	Cumu	8	
11				S S W	S S W.	2			30.37	63	62	59		"	Nimbus	6	
Noon.				"	"	2			30.37	63	62	59		"	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 110 " 382 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea.
P. M.																	
1				S W by S	S W by S	2			30.32	65	64	62		b c m	Cirro Cumu	5	
2				West	"	2			30.32	68	66	62		"	"	6	
3				"	"	2			30.32	70	66	63		"	"	6	
4				N W	"	2			30.32	71	66	62		"	"	7	
5				North	"	2			30.30	65	64	62		"	"	6	
6				N by E	South	1			30.30	63	62	60		"	"	5	
7				"	Calm	0			30.31	62	62	60		"	"	5	
8				"	"	0			30.32	60	61	59		b c m	"	7	
9				W S W	Variable	0-1			30.30	60	60	58		"	"	6	
10				S S W	N N E.	0-1			30.31	59	60	58		"	"	5	
11				South	"	1			30.31	57	58	56		"	"	5	
Mid.				S S E.	N E	2			30.31	56	57	55		"	"	5	

under the command of Commander Willis Nugent, U. S. Navy,

Saturday, Sept. 14th, 18 65.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & Middle & A.M.

Cloudy with heavy dew. Bright starlight. Night to part cloudy & from N.N.E. Rolling to E.N.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Clear overhead with low lying thick haze and fog. Light airs from N.N.E. Scrubbed cables and decks. All ready for quarters.

J. L. Hubbard
Lieutenant U.S.N.

From 8 A.M. to Meridian

Clear to fair but cool. Calms to light Southerly airs & breezes. At 11 Crossed top gallant yards. Received on board the working stuff & main Engineers & Pilots. Liberty party returned by Mr. Willoughby Yeoman. Plymouth. Lieutenant John Hubbard U.S.N. granted 3 days leave of absence from this date.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M.

Cloudy fair pleasant, light breeze from N.W. by S. Sent liberty party on shore. Steady Barometer.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Generally fair. Light breezes and airs from N.W. by S. and Calms. Received on board the following fresh provisions for issue to crew. 107 lbs Beef, 107 lbs Potatoes & 6 lbs Bread.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy part hazy with heavy dew. Calms to light airs from N.N.E. Liberty party returned. Rowing to flood.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES "Ship Erie" Third Rate,

At anchor in Harbor of Plymouth England.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stations Use Sea.
A. M.																	
1				E. N. E.	N E	1			30.32	54	57	55		b.c. m.	Cum	8	
2				N. N. E.	"	1			30.32	54	56	54		"	"	9	
3				"	"	1			30.30	53	55	53		"	"	9	
4				N by E	"	1			30.31	53	54	53		"	"	9	
5				N N E	N. N. E	1			30.31	52	53	52		b.c.m	"	9	
6				"	"	1			30.32	52	53	52		"	"	9	
7				"	"	1			30.33	52	53	52		"	"	7	
8				N by E	North	1			30.34	54	55	54		"	"	6	
9				North	"	1			30.35	57	57	55		"	"	6	
10				E by E	S E by E	2			30.37	61	62	60		"	"	7	
11				E by E	S E	2			30.37	64	64	63		"	"	3	
Noon.				S by W	South	2			30.37	68	64	62		"	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 1200 lbs.

Coal remaining on hand at Noon, 109 " 1422 "

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stations Use Sea.
P. M.																	
1				South	South	1 2			30.36	63	64	63		f.c.m	Cum	1	
2				S by E	S	2			30.36	64	65	62		"	"	1	
3				S E E	East	2			30.35	65	65	62		"	"	1	
4				E by N	"	1 2			30.35	64	64	61		"	Cir Cum	4	
5				N E	"	2			30.35	63	63	61		"	Cum	9	
6				"	"	2			30.35	62	62	60		"	"	9	
7				N N E	"	1			30.35	60	60	59		"	"	8	
8				"	"	1			30.36	59	60	59		"	"	7	
9				"	"	1			30.37	58	60	58		f.c.m.r	"	8	
10				"	"	1			30.37	58	59	57		"	"	9	
11				N W	N E	1			30.36	57	58	57		"	"	9	
Mid.				W by N	"	1			30.36	57	58	56		"	"	9	

under the command of Commander Louis A Kingsbury, U. S. Navy,

Sunday, September 15th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M. Clear, cool, and pleasant, light haze around horizon. Heavy dew. Light airs from N. E. Barometer steady.

J. H. Jordan.
Lieutenant U. S. N.

From 4 to 8 A. M. Clear cool but misty. Light S. W. & Ely airs. Sent Church party ashore to Roman Catholic Cathedral.

R. D. Tisdale
Ensign U. S. N.

From 8 A. M. to Meridian. Hazy weather, light to gentle Southeasterly breeze. Sent boarding Officer to visit U. M. S. Slaptin at 8.30, visit was returned by the officer at 10 O'Clock. Cable quarters for inspection and had Sodium Screw Mines fired from shore effecting. U. M. S. Slaptin went to Sea at 11 O'Clock.

L. McNamee
Ensign U. S. N.

From Meridian to 4 P. M. Pleasant and hazy. Light airs to light breeze from S. to E. Barometer steady. P. Kay, (Lds) returned from leave of absence.

J. H. Jordan.
Lieutenant U. S. N.

From 4 to 8 P. M. Hazy & Cool light breeze to light airs from East Rating to E. by E. Steady barometer. Sent Church party ashore at 6 O'Clock. Received on Dept of Supplies & Accounts, 10 1/2 lbs Beef, 10 1/2 lbs Vegetables, 8 lbs Bread.

L. McNamee
Ensign U. S. N.

From 8 P. M. to Midnight. Pleasant and hazy, heavy dew. Light airs from E. to N. E. Barometer steady.

J. H. Jordan.
Lieutenant U. S. N.

Examined and found to be correct.

John Hubbard
Lieutenant U. S. N. Navigator.

4-95

LOG of the UNITED STATES "Ships Essex" This Rate,

At Anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Obsn.	State of the Sea.
A. M.																	
1				E N E	N E	1			30.36	55	55	54		b c m	Cum	9	
2				E S E	"	1			30.35	54	55	54		"	"	8	
3				N E	North	1			30.35	55	55	54		"	"	8	
4				"	"	1			30.35	54	55	54		"	"	9	
5				N E by N	"	0-1			30.36	54	54	53		"	"	8	
6				N N E	"	1			30.35	54	52	51		b c m	"	8	
7				"	"	1			30.35	54	53	52		"	"	8	
8				N by E	E S E	0-1			30.36	54	53	52		"	"	8	
9				E	"	1			30.37	60	58	56		"	"	8	
10				"	"	2			30.38	63	61	59		"	"	8	
11				S S W	South	2			30.38	66	63	60		"	"	4	
Noon.				"	"	2			30.38	66	64	62		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 109 " 1422 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Obsn.	State of the Sea.
P. M.																	
1				S. S W	S by W	2			30.38	64	64	62		b c m	Cum	7	
2				S by W	"	2			30.38	66	65	62		"	"	7	
3				S S W		2			30.36	66	65	62		"	"	8	
4				S W by W	S W	2			30.35	70	66	64		"	"	9	
5				W S W	S W by S	1			30.35	67	66	63		"	"	8	
6				S W by W	South	1			30.32	62	65	62		"	"	8	
7				W S W	"	1			30.31	61	62	60		b c m r	"	6	
8				"	"	0-1			30.31	61	62	60		"	"	7	
9				N by W		0-1			30.31	59	62	60		"	"	8	
10				N N W	E N E	1			30.32	57	60	59		"	"	8	
11				North	"	1			30.32	56	57	55		"	"	7	
Mid.				S by W	Calm	0			30.32	56	57	55		b c f		4	

under the command of Commander Louis Kingsley, U. S. Navy,

Monday, Sept. 16th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M. Clear, heavy dew. Light airs from E & and N. & E.

J. G. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M.- Clear overhead but low lying fog. Calms to light Northerly airs. Steady high barometer.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridian

Pleasant weather hazy to seaward. Light airs to light breezes from E. & to South. Barometer steady. At 9.30 Mustered at Quarters. A. Fischer (App. 3d Cl.) and C. P. Schopke (App. 3d Cl.) absent without leave. Moored sail and Cleared away boat gear at 9.45. Cleared at Gun Drill first Cutter and starting up and down light yards second period. M. Anderson (C. of C.) reported his time of Enlistment as having expired this day. C. J. Miller (Machinist) and J. Yamashita (M. to Steward) left the Ship on five days leave of absence. By order Commanding Officer released from Confinement and restored to duty. J. Marinkapp (3d Cl.) and J. H. Hobart (App. 3d Cl.) Expiration of sentence. At 11.30 Called all hands to muster and read the proceedings and findings of Summary Court Martial in case of C. E. Whiting (App. 3d Cl.) accused of stealing money of a Ship mate. The Court found the specification proved and the sentence as approved by the Reviewing Authority was "that he be confined in solitary confinement on bread and water with full rations every 3d day, for a period of 15 days. To lose one pay day during that period and then months extra service thereafter." That part of the sentence relating to loss of pay being referred to the Hon. Secretary of the Navy for approval. Confined C. E. Whiting (App. 3d Class) in accordance with the above sentence. U.S.R.S. Arthur came down from Navy Yard and made fast to buoy near Breakwater. Training Ships and Torpedo Boats proceeding in outer harbor.

J. H. Jordan.
Lieutenant U.S.N.

Meridian to 4 P.M.

Pleasant weather. Light breeze from S.E. to S. Exercised Apprentices at Sparring & Sailor Lead & Compass and Gymnastics. At 2.45 Furled sail. M. Anderson (C. of C.) was discharged from this vessel and from the Naval Service his term of Enlistment having expired.

J. G. Luby
Lieutenant U.S.N.

4 to 8 P.M.

Pleasant and hazy. Heavy dew. Calm and light airs from S.E. to South. Barometer falling. By order of Commanding Officer placed J. O. Simmons (Ord'y Sea'n) in double irons for two days for assaulting a Petty Officer and firing under the influence of intoxicating liquor while on duty. Received on board for use of Crew in Bay & Starboard, 1071 lbs. each of fresh Beef and vegetables and 86 lbs. fresh Bread.

J. H. Jordan
Lieutenant U.S.N.

8 P.M. to Midnight.

Clear overhead, damp foggy low horizon. Calms to light, variable airs. Steam (Blackwood) returned from leave, three 15 minutes overtime. A. Fischer (App. 3d Cl.) & C. P. Schopke (App. 3d Cl.) returned from liberty 2 hours 15 minutes overtime.

J. G. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Lightbody
Lieutenant U.S.N. Navigator.

4-96

LOG of the UNITED STATES Ship "Essex" This Rate,

at Anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	WIND. Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Use Sea.
A. M.																	
1				W by S	N by W	1			30.31	56	56	56		r c fw	Nimbi	0	
2				S S W	N E by E	1			30.29	55	55	54		"	"	0	
3				S. E E	"	2			30.27	53	52	51		"	"	0	
4				N E	N. N E	2			30.27	53	52	51		fc fw	"	3	
5				N E by E	"	1			30.30	50	50	49		"	"		
6				N E	"	0-1			30.25	51	51	50		f c f	Nimbi Cirri	2	
7				N E by N	"	0-1			30.26	52	52	51		"	"	2	
8				N N E	"	0-1			30.26	52	52	51		"	"	1	
9				N by E	Calm	0			30.26	59	57	56		"	"	1	
10				"	"	0			30.28	60	61	59		f c m	"	1	
11				N N W	S S W	2			30.27	61	61	59		"	"	5	
Noon.				W	S W	2			30.27	64	63	61		"	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 570 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons, 975 lbs.

Coal remaining on hand at Noon, 109 " 447 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	WIND. Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Use Sea.
P. M.																	
1				S. W	S W	2			30.27	66	65	62		fc m Cu	Cu Nimbi	6	
2				"	"	2			30.26	67	67	64		"	"	6	
3				"	"	2			30.25	69	68	65		"	"	6	
4				W S W	"	2			30.25	71	67	64		"	"	7	
5				"	S W by W	2			30.24	65	70	66		"	"	6	
6				N W	"	1			30.22	63	66	64		"	"	5	
7				N E E	Calm	0			30.21	62	65	63		fc m	"	5	
8				"	"	0			30.21	63	64	62		"	"	5	
9				"	E N E	0-1			30.20	61	62	61		f c m c	Cu Nimbi	0	
10				"	Variable	0-1			30.20	61	62	61		"	"	0	
11				N North	Calm	0			30.20	61	61	60		"	"	0	
Mid.				N W by W	"	0			30.20	61	61	60		"	"	0	

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday Sept 17th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM

Thick fog. Clearing overhead at end of watch. Cool and disagreeable. Lights Northerly & NE'ly airs & Calms.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A. M.

Foggy first half of watch, clearing somewhat latter part. Light airs to light breeze from N. & E. Barometer falling slowly then rising. At 7:30 Crossed topgallant and royal yards.

J. W. Jordan.
Lieutenant U.S.N.

From 8 A M to Meridian

Cloudy misty and calm first half. Fair with light breeze from S. SW. & SW last half. At 9:20 mustered & inspected all hands. Absent without leave, O. Budd (Sea.) J. F. Kaulen (Sea.) B. Cathey (C.P.) F. J. Schneider (Baryman). At 9:45 called away the boats armed & equipped for distant service. Crossed boats crew under oars in tactical manoeuvres.

J. B. Lady
Lieutenant U.S.N.

Meridian to 4 P. M.

Fair and misty. Light SW'ly breezes. Received in Construction Dept per open requisition in Plymouth 5 galls raw linseed oil 5 galls English Boot Sapping, 5 lbs each red lead, lampblack & sand paper. Crossed topgallants in boat sailing. Received in Pay Dept following fresh provisions for issue to crew, 107 1/4 lbs beef, 107 1/4 lbs vegetables & 86 lbs bread.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P. M.

Partly cloudy & misty, damp after sunset. Light airs to light breeze from SW by W first half, calm last half. At 5:45 sent down topgallant & royal yards. Lieutenant H. B. Whittlesey U.S.N. detached from leave.

J. B. Lady
Lieutenant U.S.N.

From 8 P M to Midnight

Generally overcast, misty and calm.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard,
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

At anchor in the Harbor of Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				SW	North	1			30.20	60	60	59		b c m w	Cum	8	
2				"	NW	1			30.19	59	60	59		"	"	8	
3				"	"	1			30.19	58	60	59		"	"	5	
4				West	"	1			30.17	57	59	58		"	"	4	
5				NWW	"	1			30.17	56	57	56		"	"	4	
6				N by E	"	0 1			30.17	54	56	55		b c f	"	3	
7				N. N E.	Calm	0			30.17	55	56	55		o f	fog	0	
8				N N E.	"	0			30.17	55	56	55		"	"	0	
9				N NW	SW.	2			30.17	55	56	55		"	"	0	
10				N by W.	SW.	2			30.18	57	56	55		o. c. m	cum. nim.	0	
11				North	"	1			30.19	57	58	57		"	"	0	
Noon.				NW	Calm	0			30.19	60	60	59		b. c. m.	"	2	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ☉ ° ′ ″

Longitude by chronometer from Forenoon Observations of ☉ ° ′ ″

Position at 8 A. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ☉ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water Received during the preceding 24 hours, 3000 "

Water remaining on hand fit for use at Noon, 3000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 109 " 447 "

P. M.																	
1				SW by W	SW.	1			30.19	62	60	60		b. c. m	cir. cum	7	
2				SW. by S.	"	1			30.18	62	62	62		"	"	6	
3				SW.	"	1			30.16	62	61	61		b. c. m. f	cum.	3	
4				"	"	1			30.15	61	60	60		o. c. f	"	0	
5				W. by S.	West.	1			30.14	60	61	60		"	"	0	
6				N W.	"	1			30.15	60	61	60		"	"	0	
7				N. NW.	N. NW.	1			30.14	59	60	59		"	"	0	
8				North	Calm.	0			30.14	59	60	59		"	"	0	
9				"	North	1			30.17	60	61	60		b. c. f	"	0	
10				N by E.	"	1			30.17	60	60	59		"	"	0	
11				"	"	1			30.17	59	60	59		"	"	0	
Mid.				North	"	1			30.17	59	60	59		"	"	0	

under the command of Commander Louis Kingsley, U. S. Navy,

Wednesday, September 18th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather clear, clouding up toward End of watch. Light airs from North to N.W. Barometer falling.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy & misty at first, thick fog last half. Light airs from N.W. at first Calm last half. Executed morning orders.

J.D. Ford
Lieutenant U.S.N.

From 8 A.M. to Merid.

Overcast to cloudy. Foggy first part of watch. Light S.W'ly breeze and airs and calm. At 9.30 had Quarters for inspection and muster; found on Board (Sea) and J. F. Karlem (Sea) absent without leave. Instructed all apprentices aloft in lead of topgallant mast ropes. At 10.30 sent down topgallant masts for exercise and scraping. Water boat of Geo. Davis, Plymouth, came alongside and delivered on board 3000 gallons of fresh water. Received in Pay Dept. for public uses etc £ 998/15. English money. English mail steamer Atrato and another came in harbor and left again. Tested magazine flood cocks and found them in working order. Temperature of magazines 69° 66° forward, 64° 63° aft.

R.D. Tisdale
Ensign U.S.N.

From Merids. to 4 P.M.

Weather fair. Fog bank about horizon. Light airs from S.W. Barometer falling. Sent the rocker arm to Brick Block of main engine ashore for repairs. Received in Dept. of Supplies and Accounts 107 lbs. beef, 107 lbs. vegetables and 86 lbs. of bread.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and foggy. Light S.W'ly airs to calm. By order of Commanding Officer released from confinement J. C. Stenman (F. 2 cl.) by reason of expiration of confinement.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Weather fair, fog setting in toward end of watch. Light airs from North. Barometer steady.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard,
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex. Third Rate,

At anchor in the Harbor of Plymouth, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass. Ships head.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				N.E.b.N.	West.	1			30.16	57	58	57		0.c.f.	fog	0	
2				E.N.E. by N.	N.W.	1			30.15	56	57	56		0.c.d.f.	"	0	
3				"	West.	1			30.14	56	57	56		0.c.f.	mist	0	
4				N.E.b.N.	"	1			30.14	56	57	55		"	"	0	
5				N. by W.	"	0-1			30.17	56	57	56		0.c.m.	cum mist	0	
6				North	N.E.	0-1			30.16	57	58	57		0.c.f.	"	0	
7				N.E.	"	0-1			30.16	57	58	57		"	"	0	
8				N.N.E.	"	0-1			30.19	58	58	57		"	"	0	
9				"	"	0-1			30.20	59	59	58		"	"	0	
10				"	South	1			30.20	59	59	58		"	"	0	
11				N. by E.	"	2			30.22	59	59	58		"	"	0	
Noon.				North	"	1			30.23	60	60	59		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 450 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 2550 "
Coal consumed during the preceding 24 hours, tons, 9 75 lbs.
Coal remaining on hand at Noon, 108 " 1917 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass. Ships head.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				N. by E.	E. by N.	1			30.21	60	60	59		0.c.m.	cum mist	0	
2				E.N.E.	E.N.E. by E.	1			30.21	60	60	59		"	"	0	
3				"	"	1			30.21	60	60	59		"	"	0	
4				E.N.E. by E.	"	1			30.21	60	60	59		"	"	0	
5				E.N.E.	"	1			30.20	60	60	59		"	"	0	
6				E. by S.	Calm	0			30.20	60	60	59		"	"	0	
7				E.N.E.	E. by N.	1			30.22	60	60	59		"	"	0	
8				"	"	2-3			30.24	60	60	59		"	"	0	
9				N.E.	East.	2			30.28	60	60	58		"	"	0	
10				"	"	4			30.29	60	59	57		"	"	0	
11				N.E. by N.	"	3-4			30.29	60	59	57		"	"	0	
Mid.				"	"	3			30.32	59	58	57		"	"	0	

under the command of Commander Louis Kingsley, U. S. Navy,

Thursday, September 19, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and foggy, clearing considerably of fog latter part of watch. Light westerly airs. Barometer falling.

L. McC Names
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and misty. Calm and light airs from West and NE. At 7.50 sent up topgallant masts. Two English steamers left the harbor at daylight.

R.B. Tindale
Ensign U.S.N.

From 8 A.M. to Merid.

Weather overcast, cloudy and foggy about horizon. Light airs from South. Barometer rising. At 9.30 mustered crew at Quarters, finding O. Budd (Sea) and J. P. Karlson (Sea) absent without leave. Exercised boats under oars and sails. At 11.15 crossed royal and topgallant yards. The Admiral Commanding the Naval Station paid an official visit to this ship. J. P. Karlson (Sea) and O. Budd (Sea) returned to the ship, 2 days and 3 hours overtime.

W B Whittelsey
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast cloudy and hazy. Light breeze from SW. by S. Steady. Barometer. A.M. S. Hermione went to sea at 2 o'clock. English Training Brigs exercising in harbor and English torpedo catchers and torpedo boats manoeuvering in harbor and outside of breakwater. Received in Dept. of Supplies and Accounts, 560 lbs ground coffee. Exercised apprentices at boat drill under sail and oars. Sent liberty party on shore.

L. McC Names
Ensign U.S.N.

From 4 to 8 P.M.

Weather cloudy and misty. Calm to gentle breeze from E. by N. Barometer rising. Sent down light yards at 6.15. Received rocker arm for main engine from shore. Received in Dept. of Supplies and Accounts 107 1/2 lbs. beef, 107 1/4 lbs. vegetables and 86 lbs. of bread.

W B Whittelsey
Lieutenant U.S.N.

From 8 P.M. to Mid.

Overcast and cool. Light to moderate breeze from East. Barometer rising, first part and steady last of watch.

L. McC Names
Ensign U.S.N.

Examined and found to be correct.

John Huttard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex. Third Rate,

At anchor in the Harbor of Plymouth, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
				Ships head.													
A. M.																	
1				NE.	NE.	3-4			30.33	54	58	55		b.c.g.	cum.nimb.	3	
2				NE. by E.	East	3-5			30.33	52	58	54		"	"	3	
3				South	"	3-5			30.32	57	57	53		"	"	3	
4				ESE.	ENE.	3-5			30.30	56	56	53		"	"	7	
5				SE.	East	4			30.31	55	54	52		b.c.	cum.	5	
6				ESE.	"	4			30.31	54	54	52		"	cum. strat.	5	
7				E by N.	E. by N.	3			30.34	55	55	53		"	"	8	
8				NE.	East	3			30.36	57	58	55		"	"	9	
9				NE by E	"	2-3			30.36	59	59	57		"	"	7	
10		-		NE	"	2-3			30.36	60	60	58		"	"	9	
11				NE by E	"	3-4			30.37	61	60	58		"	"	8	
Noon.				NE	"	3-5			30.39	61	62	59		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2050 "

Coal consumed during the preceding 24 hours, tons, 1200 lbs.

Coal remaining on hand at Noon, 108 " 512 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1				East	East	4-6			30.40	62	62	59		b.c.g.	b.cum.	8	
2				NE by E	"	4-6			30.39	63	63	60		"	"	6	
3				South	"	4-6			30.37	64	65	61		"	"	7	
4				"	"	4-6			30.35	63	64	60		"	"	7	
5				NNE	ESE.	3-5			30.34	63	64	60		"	"	7	
6				SE by S	"	3			30.38	60	61	58		b.c.	"	8	
7				NE	"	2			30.35	59	60	57		"	"	8	
8				ENE	NE	1			30.35	58	59	57		"	"	8	
9				NE	East	1-2			30.35	57	57	55		b.c.u.	"	8	
10				NNE	"	1			30.35	57	57	55		"	"	8	
11				"	"	0-1			30.35	56	57	55		"	"	8	
Mid.				NE by N	"	2-4			30.35	56	57	55		b.c.g.u.	"	8	

under the command of Commander Louis Kingsley, U. S. Navy,

Friday, September 20, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cool and pleasant. Gentle breze with moderate to stiff squalls. Barometer falling slowly.

J. J. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear. Moderate to gentle breze from East to E. by N. Barometer rising. Coal lighter came alongside and at 6.45 commenced coaling ship.

W. B. W. Whittlesey
Lieut. U.S.N.

From 8 A.M. to Meridian.

Clear and pleasant light to fresh E by S breezes. Rising barometer. Engaged in Coaling Ship. Finished coal up. English Ships and Torpedo boats steaming in harbor. Two English torpedo catchers went out of harbor. U.S.S. Vermont came in at 11.50. Received during watch 344 tons Coal. Exercised Cutters & whaleboat under sail.

L. McNamee
Lieut. Engineer U.S.N.

From Meridian to 4 P.M.

Clear and pleasant. Moderate breze with fresh squalls from East. Barometer falling. Coaling Ship. Finished coaling at 3.45 and tug towed lighter away. Received in Equipment Dept fifty (50) tons ~~anthracite~~ Bituminous Coal.

J. J. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. light to fresh breze from S.S.E. Barometer nearly steady. U.S.S. Vermont came in and anchored at 5 O'Clock. Sail liberty party on shore at 5.30. Received on board in Dept of Supplies and Accounts fresh provisions as follows, 107½ lbs fresh Beef, 107½ lbs Vegetables. Bread 86 lbs.

L. McNamee
Lieut. Engineer U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant. Heavy dew. Calms to light breze with moderate squalls last hour of watch from E. Barometer steady.

J. J. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard,
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Third Rate,

At anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				S. E. by E.	East	2			30.35	56	57	55		fair	Nimbus	10	
2				East	"	2			30.35	56	56	55		"	"	10	
3				South	"	2			30.34	56	56	54		"	"	10	
4				"	"	2			30.34	56	56	54		"	"	10	
5				S. S. W.	"	2			30.34	56	56	55		fair & Clear	Cirro Cumulus	8	
6				South	"	2			30.35	57	56	55		"	"	7	
7				S. E. by E.	"	2			30.37	58	57	56		"	"	6	
8				S. E. by E.	"	2			30.37	60	59	57		fair	"	7	
9				E. S. E.	"	2			30.37	61	61	59		"	"	7	
10				S. E. by E.	"	2 1/2			30.37	61	62	59		fair & Clear	"	6	
11				S. E. by E.	"	3			30.38	62	62	59		"	"	7	
Noon.				"	"	3			30.38	62	62	59		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 650 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 103 " 517 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1				S. E.	East	4 5			30.37	63	63	59		fair & Clear	Cirro Cumulus	8	
2				E. by S.	"	4			30.37	62	64	60		"	"	8	
3				E. by S.	"	4			30.36	64	65	62		"	"	9	
4				S. S. W.	"	4			30.35	64	67	64		fair	"	9	
5				S. by W.	"	4			30.35	63	65	62		"	"	9	
6				"	"	2			30.35	61	62	60		"	"	9	
7				"	"	2			30.35	60	62	59		"	"	8	
8				S. E.	"	1 0			30.35	58	60	58		"	"	8	
9				North	"	1 0			30.36	58	59	57		fair & Clear	"	9	
10				N. E.	"	1			30.35	58	57	57		"	"	9	
11				"	"	1			30.35	57	58	56		"	"	9	
Mid.				"	"	1			30.35	57	58	56		"	"	9	

under the command of Commander Louis Kingsley, U. S. Navy,

Saturday, September 21st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 A.M. Clear and very damp. Light to gentle breeze from East.

J. B. Luby,
Lieutenant U.S.N.

4 to 8 A.M. Clear and pleasant. Light breeze from East. Barometer rising. Commanding Officer and Ensign L. McNamee U.S.N. left the Ship on leave of absence.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Light to stiff breeze from East. Barometer steady. Aired bedding. G. J. Miller (mach.) and Jas. Sarsfield (A.B.) Rewarded returned from leave. E. Cahill (C.P.) returned from leave six (6) days overtime.

J. J. Jordan,
Lieutenant U.S.N.

Meridian to 4 P.M. Clear and pleasant. Moderate to fresh breeze from East. Slightly squally. Sent liberty party on shore. Engaged painting bulwarks inside.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant. Moderate breeze from East, dying out to a calm at end of watch. Barometer steady. Received on board in Pay Dept for use of crew 107½ lbs fresh Beef and Vegetables and 86 lbs fresh Bread.

J. J. Jordan,
Lieutenant U.S.N.

From 8 P.M. to Midnight. Calm to light airs from East & N.E. Clear with heavy dew. Liberty party returned.

J. B. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard,
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" **Rate,**

At Anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				NE by N	East	2-3			30.34	57	54	55		fc qw	Cum	9	
2				NE by E	"	3-5			30.28	57	58	56		"	"	9	
3				NE by E	"	3-5			30.27	57	57	55		"	"	9	
4				NE by E	"	3-5			30.21	57	57	55		"	"	9	
5				NE	"	4			30.30	58	57	55		fc	"	9	
6				E by S	"	4			30.30	58	58	56		"	St Cum	7	
7				"	"	3-2			30.30	60	59	57		"	"	8	
8				East	"	4-6			30.31	59	61	59		C m	"	10	
9				"	"	4-6			30.31	64	63	59		f q m	"	10	
10				"	"	4-6			30.31	64	65	61		"	"	10	
11				NE by E	"	4-5			30.31	65	66	62		"	"	10	
Noon.				"	"	4-5			30.31	66	66	62		"	"	10	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons, 1200 lbs.

Coal remaining on hand at Noon, 157 " 1557 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1				E by S	East	4-5			30.30	67	66	61		f m q		10	
2				"	"	4-5			30.30	67	66	61		"		10	
3				NE by E	"	4-6			30.29	68	67	62		"		10	
4				NE by N	"	4-6			30.27	67	66	62		"		10	
5				"	"	4-6			30.26	65	65	61		f c m q	Cirro Cum	4	
6				NE by E	E by S	4-6			30.25	65	65	61		"	"	8	
7				E by S	"	4-6			30.25	62	63	59		f c m q w	"	8	
8				E by S	"	4-5			30.25	62	62	59		"	"	7	
9				"	East	3-5			30.25	62	61	60		fc qw	Cirro Cum	8	
10				E by N	"	3-5			30.24	62	62	60		"	"	9	
11				"	"	3-5			30.25	62	63	60		"	"	9	
Mid.				NE by E	"	3-5			30.25	62	63	60		"	"	9	

under the command of Commander Henry Wiggs Lee, U. S. Navy,

Sunday, September 22nd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather clear, light breeze increasing to stiff breeze from East. Barometer falling.

W. S. W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant first part of watch hazy latter part. Moderate to fresh breeze from East. Barometer steady. A. V. Jepson (App. 3 cl.) left church party without permission and did not return.

John Jordan,
Ensign U.S.N.

From 8 A.M. to Meridian. Clear overhead, slightly hazy & squally. Moderate to strong breeze from East. At 930 mustered and inspected crew at quarters. A. V. Jepson (App. 3 cl.) absent without leave. Chaplain from shore held divine service in the quarter deck at 10 O'Clock.

J. B. Luby
Lieut. U.S.N.

From Meridian to 4 P.M. Weather clear moderate to fresh breeze from East. Barometer falling. At 3 40 the slippers off chain preparatory to veering, but secured chain again.

W. S. W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and hazy with light squalls. Moderate to strong breeze from East & Ely. A. V. Jepson (App. 3 cl.) returned on board having been absent about 10 hours after the return of the church parties to which he belonged.

J. B. Luby,
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather clear. Gentle to stiff breeze from East. Barometer steady. Lieutenant John Hubbard U.S.N. returned from leave.

W. S. W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard,
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" **Third Rate,**

At anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				E.N.E	East	4-6			30.25	63	62	60		fc q c	Cum Strat	5	
2				"	"	4-6			30.25	63	62	60		"	"	6	
3				E by N	E.N.E	4-5			30.24	63	64	60		"	"	7	
4				S E by S	"	4-5			30.24	62	62	60		"	"	7	
5				E by N	East	2-3			30.23	62	61	59		fc m	"	8	
6				"	"	2-3			30.23	62	62	60		"	"	9	
7				N E	"	2-3			30.24	63	63	61		"	"	9	
8				E by E	E.S.E	3-4			30.24	66	65	63		fc	"	9	
9				"	"	3-4			30.24	72	71	65		"	"	9	
10				"	"	4			30.26	72	71	66		"	"	9	
11				East	"	2-5			30.25	73	72	67		fc q c	Cu Cum	8	
Noon.				E.S.E	"	2-3			30.26	73	74	67		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 7[illegible] gallons.

Water received during the preceding 24 hours, 2500 "

Water remaining on hand fit for use at Noon, 3000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 157 " 1554 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1				N E	E by S	3-4			30.26	73	73	67		fc q c	Cu Cum		
2				East	N E	3-4			30.25	72	71	66		"	"	8	
3				N E	"	3			30.25	73	73	67		fc	"	8	
4				N by E	"	3			30.25	73	73	68		"	"	7	
5				S by W	"	2			30.24	71	71	68		fc m	"	6	
6				N by E	"	3			30.24	69	69	66		"	Cum Strat	4	
7				"	"	3			30.23	67	68	64		"	"	6	
8				N E	"	3			30.23	66	67	64		"	"	5	
9				N N E	"	1			30.23	66	67	64		"	"	4	
10				E N E	N E	1-2			30.23	66	67	64		"	Cum Strat	4	
11				N N E	"	0-1			30.23	65	65	63		fc m c	Cum	8	
Mid.				N E by N	"	0-1			30.23	65	65	62		fc	"	10	

under the command of Commander Leo Kingsley, U. S. Navy,

Monday, September 23, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair and cool. Moderate to fresh breeze from East & E by S.

R.D. Tindale
Act't Ensign U.S.N.

From 4 to 8 A.M. Clear and pleasant. Light to Moderate breeze from E. & E by S. Carried out morning orders.

J.B. Derby,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather clear. Light to stiff breeze in squalls from E. & E. Barometer steady. At 9h mustered crew at quarters. Exercised at boxing & furling sail. Loosed in 2 minutes and furled in 4 minutes from the call. Crossed royal yards. Secured out clean hammocks.

W.B.W. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear and pleasant. Moderate to gentle E & E by E breeze. Received on board from Geo. Davis, Plymouth 2700 Gallons fresh water.

R.D. Tindale
Act't Ensign U.S.N.

From 4 to 8 P.M. Weather fair. Light to gentle breeze from E. E. Barometer steady. Received in Department of Supplies and Amounts 107½ lbs Beef, 107½ lbs Vegetables, and 76 lbs of Bread.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Fair to clear. Calms & light N. E by Airs. Commander L. Kingsley U.S.N. Commanding, Mustered on board from leave.

R.D. Tindale
Act't Ensign U.S.N.

Examined and found to be correct.

John Hurtford
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Essex" **Third Rate,**

at anchor in the Harbor of Plymouth England.

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clouds, by scale.	Stations in the Sea.
A. M.																	
1				N N E	N E	1-0			30.22	62	65	63		f m w	Nim	10	
2				"	"	1-0			30.23	62	64	62		"	"	10	
3				"	"	1-0			30.22	64	68	61		"	"	10	
4				"	"	1			30.22	62	62	60		"	"	10	
5				S by W	"	0.1			30.22	60	60	58		f e m	St Cum	9	
6				S W	"	0.1			30.22	60	60	58		"	"	8	
7				W S W	"	0.1			30.22	60	60	58		"	"	8	
8				S W	"	1			30.22	60	60	58		o f			
9				N E	"	0.1			30.22	64	68	59		f o f	Cirrus Cum	5	
10				N E by N	Calm	0			30.22	69	69	65		-	"	5	
11				N W	"	0			30.22	69	69	65		"		4	
Noon.				N N W	S S W	2			30.22	69	69	66		"	Cirrus Nimbus	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Latitude by observations of ⊙ ° ' "

Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.: Latitude by ° ' "

Longitude by ° ' "

Position at 8 P. M.: Latitude by ° ' "

Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, tons, 1200 lbs.

Coal remaining on hand at Noon, 157 " 352 "

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clouds, by scale.	Stations in the Sea.
P. M.																	
1				N E	S E	3			30.28	72	77	70		f c	Nim Cum	3	
2				N E by E	S W	2			30.22	70	76	70		f c f	"	3	
3				N E	South	2			30.21	72	77	70		f c	Cirrus "	5	
4				W N W	S W	1-2			30.20	74	75	70		"	" Cum	3	
5				S W	South	2			30.20	74	75	70		"	"	5	
6				S S E	S E	3			30.19	69	69	66		"	"	5	
7				S S W	East	1-2			30.20	68	67	65		"	"	6	
8				S by E	N W	1-2			30.19	67	66	65		f c f w	"	6	
9				E by S	N E	1-0			30.20	67	67	65		"	"	7	
10				E by E	"	1-0			30.20	66	66	64		"	"	7	
11				N E	"	1-0			30.20	66	66	64		f c m	"	8	
Mid.				N N E	"	1-0			30.20	65	65	62		"	"	9	

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday September 24th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM. Clear overhead, hazy around horizon. Heavy dew. Calm and light N E ly airs. Barometer steady.

J. W. Jordan,
2d Lieutenant U. S. N.

From 4 to 8 A M. Weather clear, thick fog setting in last hours of watch. Calm to light airs from N E. Barometer steady.

W. R. Whittlesey
2d Lieutenant U. S. N.

From 8 A M to Meridian. Fair pleasant but misty. Calm and light airs and breezes from S & W. at 9.50 had quarters for muster, and inspection and inspected sewing machines. Tested the sailing launch. Exercised Apprentices at pointing guns of main battery. Tested magazine flood cocks, and found them in working order.

R. S. Tindale
Asst Ensign U. S. N.

Meridian to 4 P M. Pleasant and warm. Light passing showers between 1.00 and 2.00. Gentle breeze to light airs from S E to S W. Barometer falling. Exercised Apprentices at boat sailing and crossing royal yards.

J. W. Jordan,
2d Lieutenant U. S. N.

From 4 to 8 P M. Fair and pleasant. Gentle southerly and light Easterly & E ly and N E by breezes and airs. Lightning last hour to E'ward. Received in part the following fresh provisions for issue to Crew, 107½ lbs Beef, 107½ lbs Vegetables & 86 lbs Bread. At 5.50 Sent down Upgallant and Royal Yards.

R. S. Tindale
Asst Ensign U. S. N.

From 8 P M to Midnight. Clear and pleasant first part of watch lightning to the N. E. Hazy around horizon, latter part of watch. Calm and light N E ly airs. Barometer steady.

J. W. Jordan,
2d Lieutenant U. S. N.

Examined and found to be correct.

John Hubbard,
Lieutenant U. S. N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in the Harbor of Plymouth England

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
A. M.																	
1				N by E	Calm	0			30.20	65	64	63		b c w	Cum Strat	5	
2				N by W	S W	0			30.20	64	63	63		"	"	7	
3				N by W	S W	1-0			30.22	64	65	63		"	"	8	
4				"	"	1			30.23	64	65	63		"	"	1	
5				S W	"	0-1			30.21	63	64	63		o f	~		
6				S by W	"	1			30.22	62	63	62		"	~		
7				"	"	0-1			30.24	62	63	62		"	~		
8				S W	"	0-1			30.25	63	64	62		o c f	Cirri Cum	0	
9				S by W	Calm	0			30.26	64	64	63		"	"	0	
10				W by W	S W	1			30.28	63	64	63		"	"	0	
11				"	"	1			30.29	63	64	63		"	"	0	
Noon.				S by W	S S W.	1			30.29	63	64	63		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons, ~ lbs.

Coal remaining on hand at Noon, 157 " 358 "

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
P. M.																	
1				E N E	S E by S	0-1			30.29	65	65	63		f c	Cum Strat	4	
2				N W by N	S W	1			30.29	64	65	63		"	"	0	
3				N W	"	1			30.29	63	65	63		"	"	2	
4				W by N	"	1			30.29	64	65	63		"	Cirri Cum	4	
5				S W by W	"	1			30.29	64	65	63		"	"	2	
6				S E	S S W	1			30.28	63	64	62		"	"	8	
7				S by E	"	1			30.28	63	63	62		"	"	5	
8				S S W	N E	0-1			30.28	64	64	63		"	"	7	
9				North	Calm	0			30.30	63	64	62		b c w	Cum	9	
10				E N E	"	0			30.30	62	63	62		"	"	8	
11				E by N	S E	1-2			30.31	63	63	62		"	"	7	
Mid.				N E by E	"	1			30.30	64	64	63		"	"	7	

under the command of Commander Louis Kempff, U. S. Navy,

Wednesday, September 25th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and Noted 4 A.M.
Clear and cool with heavy dew. Calms to light S W by airs. Riding to Ebb.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.
Overcast and foggy. Calm and light S W by airs.

R. D. Tisdale
Ens. U.S.N.

From 8 A.M. to Meridian
Overcast and foggy. Calm and light airs from S W to S.S.W. Barometer rising. At 9.30 mustered at quarters and afterwards exercised Companies and Battalion organization.

J. J. Jordan.
Lieutenant U.S.N.

Meridian to 4 P.M.
Cloudy with heavy fog last part. Steady barometer. Calms to light S W by breezes. Riding to Ebb. The following punishments were awarded by the Commanding Officer. C. H. Cooley E.R. Quart 5 days Solitary Confinement on bread and water and W. J. Smith 3 days Solitary Confinement on bread and water for disrespect to Superior Officer.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.
Thick fog first part of watch clearing in harbor latter part. Calm and light airs from S W and S E. Barometer steady. Received in pay Dept for use of crew 107 lbs fresh Beef and Vegetables and 86 lbs fresh Bread.

J. J. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Midnight
Clear and Cool with calms to light S E by breeze. Steady barometer. Firing of heavy guns heard outside of harbor.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Rutledge
Lieutenant U.S.N. Navigator.

4–205

LOG of the UNITED STATES Ship Essex **Third Rate,**

At Anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N.N.E	N.N.W	2		30.3	30.306	63	63	62		f c w	Cirro Cumu	4	
2				"	"	0-1			30.30	62	62	61		f c m c w	"	6	
3				"	"	0-1			30.29	61	62	61		f c m t w	Cumu Strat	4	
4				N by E	E by N	1-4			30.28	63	63	62		r c l p	"	0	
5				N.E	"	0			30.27	63	63	62		f c l	"	3	
6				E by E	"	2			30.26	65	64	62		f c	Cumu	4	
7				East	"	3			30.25	67	66	63		"	Cirro Cumu	5	
8				E by S	East	3-4			30.27	70	70	65		"	"	5	
9				"	"	3.5			30.30	75	71	65		f c g m	"	7	
10				"	"	3.5			30.30	73	73	67		"	"	7	
11				"	"	4.5			30.29	72	73	67		"	"	7	
Noon.				"	"	4.5			30.28	73	73	68		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 1200 lbs.

Coal remaining on hand at Noon, 156 " 1992 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				East	East	4.5			30.28	73	73	68		f c g m	Cirro Cumu	9	
2				"	"	4.5			30.28	73	73	68		"	"	9	
3				"	"	4.5			30.27	73	73	68		f c g m	None	10	
4				"	"	4.5			30.26	72	72	67		"	"	10	
5				E by E	E by E	3.4			30.26	71	71	67		"	"	10	
6				"	"	3.4			30.26	70	70	66		f c m g	Cirro Strat	4	
7				"	"	3.4			30.25	68	68	65		"	"	8	
8				N E by E	"	3			30.25	68	68	65		f m c	None	10	
9				N E by E	"	2.1			30.25	67	67	65		"	"	10	
10				W by S	"	1			30.25	67	67	65		"	"	10	
11				North	North	0.1			30.25	66	66	64		"	"	10	
Mid.					Calm	0			30.25	65	65	65		"	"	10	

under the command of Commander Louis Kempff, U. S. Navy,

Thursday, September 26th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Until 4 A. M. Partly Cloudy with heavy dew. Lightning last three hours passing Showers last hour. Light breze to calm from N. W. untill 3 when breze sprang up from E. by S.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant lightning to the W.ward first part of watch. Calm to light airs increasing to a moderate breze from East. Barometer falling then rising.

J. F. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear and pleasant, gentle to stiff breze from East. Barometer falling last half. Exercised Apprentices at Battalion heavy marching order. English Training Brig left the Harbor at 9.30. English Torpedo boat manoeuvring. H.M.S. Hermione went to Sea at 10 O'Clock.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant slightly hazy. Moderate to fresh breze from East. Sent liberty party of men on shore. Piped down and turned in Scrubbed hammocks. Set up top gallant and royal backstays and shifted fore top mast Staysail.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant hazy. Gentle to moderate breze from E. by E. Sent down top gallant and royal yards at 5.45 and set light Sails. Received on board in Dept of Supplies and Accounts fresh provisions as follows: Beef 107 lbs. Vegetables 107 lbs. Bread 86 lbs. Steady barometer.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and slightly hazy, heavy dew. Light breze to light airs from E. by S. first half. Calm to light variably airs last half.

J. B. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—95

LOG of the UNITED STATES Ship "Essex" **Time Rate,**

At anchor in the Harbor of Plymouth England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				North	North	1			30.24	65	65	63		b m	Nmc	10	
2				N E	N E	1			30.23	65	65	63		"	"	10	
3				N N E	"	1			30.23	65	65	63		"	"	10	
4				E N E	E N E	1			30.23	66	66	63		"	"	10	
5				N by E	"	0-1			30.21	65	64	61		"	—	10	
6				N by W	"	0-1			30.22	61	63	61		b m	Cum	7	
7				North	N E	0-1			30.22	62	62	60		"	"	7	
8				N W by N	North	0-1			30.22	63	62	60		b m	—	10	
9				N W	"	0-1			30.22	64	63	61				10	
10				E by N	E by N	0-1			30.22	69	68	66		"		10	
11				N N W	Calm	0			30.22	71	70	68		"		10	
Noon.				S by E	E S E	0-1			30.22	71	70	68		"		10	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water Rec'd on board during the preceding 24 hours, 2100 "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 156 " 1392 "

P. M.																	
1				E S E	East	1			30.23	73	73	69		f c m	Cir Cum	9	
2				West	S E	1			30.23	76	73	70		"	"	9	
3				East	East	1			30.22	75	75	69		"	"	9	
4				N N W	Variable	1-0			30.22	74	72	69		"	"	9	
5				"	N N W	1			30.21	70	71	67		"	"	9	
6				N by E	East	1			30.22	69	70	67		"	"	9	
7				"	"	1			30.22	70	70	67		"	"	9	
8				"	"	1			30.22	69	69	65		"	"	9	
9				East	"	1			30.23	67	67	64		"	"	9	
10				"	"	2			30.23	67	66	63		b m	Nmc	10	
11				E S E	"	2			30.23	66	66	63		"	"	10	
Mid.				E by S	"	2			30.23	65	65	62		"	"	10	

under the command of Commander Louis Kempff, U. S. Navy,

Friday September 27th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A M. Weather clear, light airs from N'wd to E & E.
Barometer steady.

W B W Whittlesey
Lieutenant U S N

From 4 to 8 A M. Hazy and pleasant generally calm with variable light airs. Steady barometer. Crossed royal yards and bent the gear. Liberty party returned. Riding to E bb.

L McC Norman
Ensign U S N

From 8 A M to Meridian. Clear overhead very hazy over shore & sound. Calm to light variable airs. At 9.45 A M crossed at fire drill and abandoned ship with the boats provisioned. At 10.55 allowed apprentices and crew ten minutes bathing. Received 2100 gallons fresh water.

J B Luby
Lieut & Lieut U S N

Meridian to 4 P M. Weather clear and pleasant. Light airs from East to S E. Barometer steady. Received in Equipment Dept 2100 gallons water. John Conant (1st class) was placed under charge of Master at Arms for safe keeping for getting drunk & on duty.

W B W Whittlesey
Lieutenant U S N

From 4 to 8 P M. Clear and pleasant, somewhat hazy. Light airs from S & E. First hours & from East rest of watch. Hoisted Spanish flag. Received in Pay Dept. 107 lbs Vegetables, 107 lbs fresh beef and 86 lbs bread.

J B Luby
Lieut U S N

From 8 P M to Midnight. Weather clear, light airs to light breeze from East. Barometer steady.

W B W Whittlesey
Lieutenant U S N

Examined and found to be correct.

John Hubbard
Lieutenant U S N Navigator.

4–265

LOG of the UNITED STATES Ship Essex **Rate,**

At anchor in the Harbor of Plymouth England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tths.	State of the Sea.
A. M.																	
1				N by E	East	1 0			30.22	65	64	63		fair	Cum	9	
2				North	North	1			30.22	65	64	63		"	"	9	
3				"	"	1			30.22	65	64	63		"	"	9	
4				N by W	"	1-2			30.21	64	63	62		"	"	9	
5				North	N E	1			30.21	63	63	62		"	"	8	
6				"	"	1			30.20	62	62	61		"	"	8	
7				N by W	"	1			30.21	64	64	62		"	"	8	
8				North	East	2			30.22	65	65	63		"	"	8	
9				East	"	2			30.23	72	71	67		"	"	8	
10				"	"	3			30.25	74	77	70		"	fair Cum	8	
11				E & E	"	3			30.24	74	79	72		"	"	8	
Noon.				"	"	3			30.25	75	80	72		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 24000 "

Coal consumed during the preceding 24 hours, 1 tons, 1570 lbs.

Coal remaining on hand at Noon, 154 " 2122 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tths.	State of the Sea.
P. M.																	
1				East	East	3			30.25	75	77	71		fair	Cirro	9	8
2				"	"	3			30.25	76	77	71		"	"	9	
3	6	6	1.6	N by W	S E	3			30.22	68	72	68		"	"	8	
4	8	0	16.0	"	"	3			30.21	70	73	68	63	"	"	8	
5	8	1	24.1	"	"	3			30.21	67	72	68	62	"	"	9	
6	7	9	31.9	"	"	3			30.20	67	71	67	62	"	"	9	
7	8	5	40.4	"	"	3			30.20	65	69	66	62	"	"	9	
8	7	6	48.0	"	"	3			30.20	65	67	65	63	"	"	9	
9	6	1	54.1	"	E S E	3			30.21	65	67	65	64	fair	"	9	
10	4	4	58.5	"	"	3			30.21	65	67	65	62	"	"	9	
11	3	0	61.5	"	"	3			30.21	65	67	65	64	"	"	9	
	0	8	62.3														
Mid.	4	2	66.5	N by W	"	3			30.20	65	66	64	64	"	"	9	

under the command of Commander Louis Kingsley, U. S. Navy,

Saturday, September 28th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M

Clear, pleasant, Calm & light Ely and Wly airs.

R D Tisdale
Ens'n U.S.N.

From 4 to 8 A M

Hazy, clear overhead. Light airs to light breze from N E by East. Executed morning orders. At 5.00 started fires in Boilers A, C, and D.

J Lee by
Lieut'd U.S.N.

From 8 A M to Meridian.

Weather clear gentle breze from East. Barometer Steady. At 9.30 mustered crew at quarters. Made preparations for getting underway. At 10.30 turned engines over. Got in Steam launch. Returned in Dept of Supplies and received 107 1/2 lbs Beef, 107 1/2 lbs Vegetables and 76 lbs bread. Called Watch. Hoisted Boats returned to the Ship 26 hours over time. Fires under Boilers A, C, and D.

W B Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P M

Clear but hazy about horizon. Gentle breze from East to S E by E at 1 O'Clock turned engines over again. Brought to the chain. At 1.10 called all hands up anchor, broke up, cast to Starboard under head sail, going ahead on Port engine at 1.25. Aboard sail to topgallant sails. At 1.50 cast 8 degrees Port. Steam being clear ahead, set course N W & W and last cast log reading 0 knots. At 2.00 changed Course to S W by W 1/4 W (p c). At 2.20 made sail to topgallant sails & kept Mainsail & Spanker. Main topsail Tye runner Hook carried away the hoisting fork in sail on the main and sent down block for repairs. At 3.04 Eddystone Light House bore on the port beam distant 3 miles lost sight of it about 3.30 in the haze. Ceased the engines for sea. Under Steam Boilers A & C Average pressure 44 lbs revolutions 84. Draft of Ship forward 14 ft 2 in., aft 16 ft 6 in. Smooth Sea

R D Tisdale
Ens'n U.S.N.

From 4 to 8 P M.

Hazy and pleasant. Gentle S E by breze. Steady. Barometer. Finished repairing Tye runner Hook & at 6 O'Clock set main topsail & topgallant sails. On course S W by W 3/4 W. Got sounding in 43 fathoms at 7.50 Yellow sand with dark specks & broken Shells. Average Steam pressure 85 lbs, Revolutions 43.

L M Nance
Ensign U.S.N.

From 8 P M to Midnight

Pleasant and hazy. Hazy and clear. Gentle breze from E by E. Barometer Steady. Having a Course S W by W 3/4 W under plain sail to topgallant sails and steam at 7.50 the fires die out in Boilers C & D and banked fires in A. At 8.45 hove to with main topsail to the mast. Stopped Engines and uncoupled for pelorus. At 9 o'clock hauled to her Course S W 3/4 W by the Log. At 10.00 got a cast with Sounding machine in 47 fathoms Bottom Coral sand, Shells and broken Shell

Examined and found to be correct.

At 10.15 by order of Commanding Officer, hauled course to S W by W & W Started the Starboard Boiler to Steaming with A Boiler at 9.15.

J W Jordan
Lieutenant U.S.N.

John Huttard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	6	6															
1	4	4	70.9	W & W	East	3			30.20	65	65	64	64	b m w	—	10	S
2	4	4	75.3	"	"	3			30.18	65	65	64	64	"	—	10	L
3	4	5	79.8	"	"	3			30.18	65	65	64	64	"	—	10	"
4	4	9	84.7	"	"	3			30.16	65	65	64	64	"	"	10	"
5	5	0	89.7	"	"	3			30.16	65	65	64	64	b c m	Cum	8	S
6	4	8	94.5	"	"	3			30.16	65	66	64	64	"	"	7	"
7	4	8	99.3	"	"	3			30.17	64	66	64	64	"	"	8	"
8	5	0	4.3	"	"	3			30.16	65	66	65	64	"	"	9	"
9	5	5	9.8	"	E by S	2			30.16	66	67	65	66	"	Cir	9	M
10	5	7	15.5	"	"	2			30.16	68	67	65	67	"	"	9	"
11	6	6	22.1	"	"	2			30.16	69	68	66	67	"	"	9	"
Noon.	5	4	27.5	"	"	4			30.15	69	69	67	67	"	"	9	"

137.6 Distance by Log.

Course and distance made good since preceding noon by observations, S W ¾ S 13 7/10 knots, tenths.

Position at Noon:
- Latitude by D. R. 48° 48' . 54" N
- Longitude by D. R. 6° 05' . 15" W
- Latitude by observations of ⊙ 48° 05' . 24" N
- Longitude by chronometer from Forenoon Observations of ⊙ 6° 22' . 15" W

Position at 8 A. M.
- Latitude by 49° 05' . 24" N
- Longitude by 6° 12' . 00" W

Position at 8 P. M.
- Latitude by 48° 20' . 10" N
- Longitude by 7° 04' . 06" W

Current during the time, 2/12 knots tenths per hour, setting to the W ¼ S

Error of the Compass by Azimuth ⊙ observed at 8 A.M., ship's head W & W 2° 23' W

Deviation of the Compass by Azimuth ⊙ observed at 8 A.M., ship's head W ¼ S W 3° 48' W variation used, 19° 35' W

Error of the Compass by Azimuth ⊙ observed at 3 P.M., ship's head S W 2° 17' W

Deviation of the Compass by Azimuth ⊙ observed at 3 P.M., ship's head S W 2° 17' W variation used, 20° 00' W

Water expended during the preceding 24 hours, 550 gallons.

Water Distilled during the preceding 24 hours, 800 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 3 tons, 2205 lbs.

Coal remaining on hand at Noon, 150 " 2157 "

P. M.																	
1	5	1	37.6	W & W	E by S	4			30.14	70	69	67	67	b m	Nim	10	
2	4	8	37.4	"	"	4			30.12	68	69	67	67	"	"	10	
3	5	1	42.5	"	"	4			30.10	68	69	67	67	"	"	10	
4	5	2	47.7	"	"	4			30.10	69	69	67	67	"	"	10	
5	2	3	50.0	S W	"	4			30.08	67	71	68	67	b c m	Cum Str	9	Lo
	2	9	52.9	W ¼ W													
6	4	9	57.8	"	"	4			30.08	67	69	67	67	"	"	6	"
7	5	1	62.9	"	"	4			30.08	67	69	67	67	"	"	6	"
8	4	4	67.3	"	"	3 4			30.08	67	68	67	66	"	Cum	7	"
9	4	2	71.5	"	"	3			30.09	66	67	65	65	"	"	7	"
10	4	1	75.6	"	"	3			30.08	66	67	65	65	"	Cir Cum	6	"
11	3	9	79.5	"	"	3			30.07	66	67	65	65	"	"	7	"
Mid.	3	4	82.9	"	"	3			30.06	66	67	65	65	"	"	7	"

under the command of Commander Louis A Kingsbury, U. S. Navy,

Sunday, September 29, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Until 4 A.M. Clear overhead and hazy around horizon, heavy dew. Gentle breeze from East. Steering course SW by S under jib square sail to royals, & sky sail mainsail.

J. L. Luby
2d Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear, hazy about horizon. Gentle breeze from East. Barometer steady. At 7 sighted a French Frigate about 4 points on starboard bow. Standing to Sd. Distilling, using boiler A. Ship under sail alone steering a course.

W.B.W. Whittelsey
2d Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear but hazy about horizon. Moderate breeze from E by S. at 9.30 Commanding Officer inspected crew at quarters. Downed smokestack. At 10.30 set crew clear of reefed mainsail. Sighted a Steamer bound to Sd. and a schooner to N.E. Ms aboard Steam about 1030. On Course SW by S. Distilling five units under boiler "A".

R.K. Tindale
2d Ensign U.S.N.

From Meridian to 4 P.M. Clear overhead but hazy around horizon. Moderate breeze from E by S under sail as in previous watch on course SW by S. At 2pm 0 Clock furled distilling & banked fires. Barometer falling first half, steady last half. At 4 O'Clock changed course to SSW by order of Commanding Officer.

L. McNamee.
2d Ensign U.S.N.

From 4 to 8 P.M. Pleasant weather hazy around horizon. Gentle to Moderate breeze from E by S. Barometer steady. Steering a course SW under plain sail to royals, except flying jib and spanker. At 6 PM by order Commanding Officer changed course to SW by W½ W.

Jno. J. Jordan
2d Lieutenant U.S.N.

From 8 P.M. to Midnight. Partly cloudy & hazy with heavy dew, bright moonlight. Gentle breeze from E by S. Steering Course SW by W½ W. under jib and square sail to royals, except port clear of mainsail.

J. L. Luby
2d Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Plymouth England, to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated the Sea
A. M.																	
1	3	7	86	SW½W	Ely S	3			30.02	65	66	65	65	b c m w	b Cum	9	S
2	3	0	89.3	"	"	3			30.00	65	66	65	65	"	"	9	"
3	2	7	92.0	"	"	2			29.99	65	66	65	65	"	"	9	"
4	1	9	93.9	"	SE	2			29.97	65	66	65	65	f c l	"	9	"
5	1	6		"	"	1			29.97	65	66	65	65	f c m	"	8	"
6	1	5		SWby W	"	1			29.96	65	66	65	65	"	"	4	"
7	2	4		SW½W	"	1-2			29.96	64	65	64	66	o c m	Nim Cum	0	"
8	2	5	95.9	"	"	1-2			29.97	63	65	64	66	"	"	0	"
9	1	5		"	SbyE	2			29.97	64	65	64	66	"	"	0	Lo
10	1	5		WSW	"	2			29.97	64	65	63	66	o c	"	0	"
11	1	4		SWbyW½W	"	1-2			29.91	66	66	64	66	"	"	0	"
Noon.	1	8		"	"	1-2			29.96	66	66	64	66	"	"	0	"

80.9 Distance by log.

Course and distance made good since preceding noon by observations, SW½S 79 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 47° 46′ 34″ N
- Longitude by D. R. 7° 35′ 50″ W
- Latitude by observations of ☉ 47° 50′ 41″ N
- Longitude by chronometer from Forenoon Observations of ☉ 7° 41′ 00″ W

Position at 8 A. M.
- Latitude by D R 47° 50′ 46″ N
- Longitude by D R 7° 27′ 30″ W

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, S ½ knots tenths per hour, setting to the NW½N

Error of the Compass by Azimuth ☉ observed at 3 PM, ship's head WSW¾W 2° 30′ 12″ W

Deviation of the Compass by Azimuth ☉ observed at 3 PM, ship's head WSW¾W 2° 05′ W variation used, 2° 15′ W

Error of the Compass by Azimuth ☉ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 500 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 760 lbs.

Coal remaining on hand at Noon, 149 " 1397 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated the Sea
P. M.																	
1	1	5		SWbyW	SbyE	1		2	29.95	68	67	66	67	f c m	Nim Cum	5	Lo
2		6		"	"	1		2	29.90	67	67	66	67	"	"	0	"
3		5		"	"	1-0		2	29.92	68	68	66	66	"	"	1	"
4		5		"	"	1-0		2	29.91	68	68	66	66	"	"	1	"
5				"	South	0-1			29.90	69	69	66	66	f c m r	Cir Cum	7	"
6				"	West	0-1			29.91	68	68	66	66	"	"	4	"
7				"	East	0-1			29.91	67	68	66	66	"	"	4	"
8				"	"	0-1			29.91	68	67	66	66	"	"	4	"
9				"	WSW	0-1			29.90	66	66	64	66	o c m r	"	2	"
10	2	0		NWbyN	"	1-2		½	29.90	66	66	64	66	"	Cum Nim	2	"
11	2	3		NNW	SbyE	2		½	29.90	66	66	64	66	"	"	1	"
Mid.	2	4		NbyW½W	West	2-3		½	29.89	66	66	64	66	"	"	0	"
	9	3															

under the command of Commander Louis Kingsley, U. S. Navy,

Monday Sept 30th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M.

Weather clear hazy about horizon. Under to light breeze from Ely S to S.E. Barometer falling. Moon set at 2.10. At 3.50 set fore topmast staysail and weather clew of mainsail. Steering a course. Lightning to SE last hour of watch.

W.B.W. Whittlesey
Master Lieutenant U.S.N.

From 4 to 8 A.M.

Clear to overcast misty. Light passing fogs during 2nd and 3rd hours. Light airs & breezes from S & E. at 5 commenced heaving. Furled under foresail at 7.30 set spanker. Sighted a sailing vessel on port quarter distant about 6 miles at 8 O'clock and a small fishing boat on port bow.

R.D. Tisdale
Ass't Engineer U.S.N.

From 8 A.M. to Meridian

Overcast cloudy & hazy light airs to light breeze from S by E. at 9 O clock sent cobalboat to board French fishing boat with vessel to get fish filled away at 9.15. By the wind under sail as in previous watch. Had Quarters at 9.30. Engaged in Examining Apprentices in Seamanship and Gunnery. Steady barometer. Several steamers and sailing vessels sighted during watch.

A. McC. Haynes
Master's Assistant U.S.N.

From Meridian to 4 P.M.

Cloudy and hazy. Calm and light airs from S by E. Barometer falling. Steering by the wind on the port tack under all sail. Examined Apprentices at Seamanship, making and taking in sail, and Gunnery. Sold the effects of G. Mansicello Seaman, a deceased at public auction realizing $2.00 by sale.

J.H. Jordan
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy hazy and damp. Calm and light variable airs. No steerage way. At 4.40 hauled up mainsail & took in spanker. At 6.15 secured in sailing topsails & then made sail to top gallant sails except mainsail & spanker. Course to be made S 67½ W. Variation 5.50 to be changed to W.S.W.

J.C. Cantwell
1st Lieutenant U.S.N.

From 8 P.M. to Midnight

Weather cloudy. Calm light breeze springing up about 9 O clock from W.S.W. to West. Set mainsail. At 11.30 Sighted a steamers course and red light 3 pts on starboard bow. Ship close hauled on port tack.

W.B.W. Whittlesey
Master Lieutenant U.S.N.

Approved

Louis Kingsley
Comdr U.S.N. Comdg

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Plymouth England to Oporto Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.	9	8													Nim		
1	7	5		N by W	West	2		1/2	29.88	65	66	64	65	o c m	Cum	5	8
2	7	5		"	"	1-2		1/2	29.87	65	66	64	65	"	"	0	"
3	7	5		"	"	1-2		1/2	29.86	66	66	64	66	b c m	"	1	"
4	7	5		N. N. W	"	1-2		1/2	29.85	66	66	64	66	"	"	2	"
5	8	5		N by E	W N W	0-1		1/2	29.83	66	66	64	66	"	"	5	"
6	7	5		N W by W	S W by S	2		1/2	29.83	66	66	64	66	"	Cum	5	"
7	7	6	98.5	N W by W 1/2 W	"	3		1/2	29.83	66	66	64	67	o c	"	0	"
8	7	8	0.2	W N W	S W	2		1/2	29.83	67	66	65	67	b c	"	2	"
9	2	0		West	S by W	2		1 1/2	29.83	67	67	66	67	"	"	2	"
10	3	0	100.2	W N W 1/2 W	S W by S	2		1/2	29.80	67	67	66	67	"	"	2	"
11	4	1	4.3	W by N	S by W	3		1/2	29.78	67	67	66	67	"	"	2	"
Noon.	5	2	9.5	"	"	4		1	29.76	67	67	66	68	b c m	"	2	10

97.5 Distance by Log.

Course and distance made good since preceding noon by observations, N 3/4 N 29 knots, tenths.

Position at Noon:
- Latitude by D. R. 47 ° 59 . 05 " N
- Longitude by D. R. 8 ° 26 . 42 " W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ 8 ° 42 . 08 " W

Position at 8 A. M.
- Latitude by D R 48 ° 01 . 17 " N
- Longitude by Observation ⊙ 8 ° 01 . 00 " W

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head S by W 2 ° 30 ' W

Deviation of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head W N W 4 ° 54 . W variation used, 2 ° 00 . 15 ' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water Distilled during the preceding 24 hours, 150 "

Water remaining on hand fit for use at Noon, 2350 "

Coal consumed during the preceding 24 hours, tons, 825 lbs.

Coal remaining on hand at Noon, 149 " 572 "

P. M.																	
1	6	0	15.5	West	S by W	4		1/2	29.73	67	67	65	68	r e d	Nimbus	0	M
2	5	0	20.5	"	"	4		1/2	29.70	66	67	65	67	r e n	"	0	"
3	5	0	25.5	W by S	South	4-3		1/2	29.67	66	66	65	67	"	"	0	"
4	2	3	27.8	W by N	S W	3		1/2	29.60	65	65	64	67	r e q n	"	0	"
5	3	5		North	W by N	3-4		1/2	29.54	65	65	64	67	"	"	0	"
6	3	0	40.8	N by E	N W	5		1/2	29.58	65	65	64	67	"	Nimbus Cum	0	"
7	6	5	38.2	W by S	South	6		1	29.62	63	62	59	66	"	"	0	"
8	4	5	42.8	West	"	6-7		2	29.64	62	62	59	66	"	"	0	"
9	3	6	46.4	"	"	7-8		2	29.67	61	60	59	66	r e q p	"	0	"
10	5	1	51.5	W by W 1/2 W	W by N	7-9		2	29.70	60	60	58	66	"	"	0	R
11	3	5	55.0	"	"	7-9		2	29.72	60	60	58	66	b c q	"	2	"
Mid.	1	5		W by S	"	7-8		1 PM	29.76	60	58	58	66	"	"	4	"
	80	4															

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under the command of Commander Louis Kingsbury, U. S. Navy,

Tuesday, October 1st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy generally. Clearing slightly at times. Overhead. Light airs & breezes from West. By the wind on port tack. Under plain sail to top gallant sails, except spanker. Moon light through clouds at intervals to 3 O'Clock. Smooth Sea.

R. S. Tisdale
Ens. U.S.N.

From 4 to 8 A.M.

Overcast at first clearing during watch & clouding up again at end. Calm to gentle breze from S.W. by S. Lying out slightly towards end of watch. Sighted 3 Schooners and barque standing to Southward & Eastward. Barometer steady at 4 30 set royals flying jet and spanker. At 7 45 Coupled up section of shaft to propeller to overcome friction causing disagreeable noise. Put over port log at 6 0 reading 95.9 hauled it in at 8 00 reading 7.

L. McNamee
Mid'n Ensign U.S.N.

From 8 A.M. to Meridian.

Cloudy threatening rain or wind from the S.E. Barometer falling. Gentle to Moderate breze from S.W. by W. to S.W. by S. Steering by the wind on port tack under all sail to royals except main trysail. At 9 30 mustered all Quarters. Exercised Division at Divisional drills. Instructed apprentices at Seamanship. By order of Commanding Officer released from confinement and restored to duty, F.A. Whiting (Appr'd) his term of confinement having expired. By same authority placed C.M. Woods (Appr'd) in solitary confinement on bread and water for five days for being disrespectful in language and demeanor to his superior officer. Tested flood cocks and found them in good working order.

J.D. Jordan
Jr. Lieutenant U.S.N.

From Meridian to 4 P.M.

Cloudy and misty with steady rain after 12 30. Moderate to gentle breze from S.W. by W. South and S.W. Barometer falling. By the wind on port tack. Course to be steered N.E. by E. until 3.10 when Stbd. Coming up to it changed to N.E. by E. which was steered for about 15 minutes when wind hauled to S.E. by S. steered by the wind on port tack. At 1 30 took in flying jet and at 1 0 took in main sail furled royals and select down royal yards. At end plain sail to top gallant sails.

J.E. Luby
1st Lieutenant U.S.N.

From 4 to 8 P.M.

Watch. Overcast and cloudy raining. Gentle breze increasing to Moderate gale in squalls from W. by N. hauling to North. Barometer rising. At 5 O'Clock sighted a French barque on Starboard bow. At 5 30 took in Stbd. At 6 0 took in mainsail, called spanker and put two reefs in the topsails, hauling down the jet. Set up preventer braces and at 7 30 close reefed the topsails and foresail. Steering a course at end of watch. Moderate Sea.

W.B. Whittlesey
Mid'n Lieutenant U.S.N.

From 8 P.M. to Midnight.

Overcast and cloudy partly clearing last hour. Very fresh breeze & Moderate gale to fresh gales in squalls from North & N.W. Course West first hour. Hauled by the wind. At 10 30 took in & furled foresail and foresail. Hauling to under close reefed main topsail & foretopmast stay sail. Beat for Storm stay sail & Storm trysail. Moderate to rough and heavy Sea from North. Ship rolling considerably at times. Barometer rising. Moonlight through clouds. At 10.45 heads in pas log reading 55.0

R.S. Tisdale
Ensign U.S.N.

John Hubbard, Lieutenant U.S.N. Navigator.

Examined and found to be correct.

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea
A. M.	5	4															
1	1	5		West	NNW	6-8		3	29.76	59	58	55	66	tcqp	Cum Nimb	3	Rough
2	1	5		"	"	6-7		2	29.81	59	58	55	66	"	"	2	"
3	1	5		"	"	5-7		3	29.84	58	58	55	66	"	"	4	"
4	1	5		WbyS	NNW	5-7		3	29.84	58	58	55	66	"	"	5	"
5	1	0		"	"	8		4	29.86	59	58	55	65	tc	Cum	4	"
6	1	5		W by N	"	6-8		4	29.89	58	57	54	65	tcq	"	5	"
7	2	0		"	"	6-7		4	29.90	59	59	56	65	"	"	4	"
8	2	6		SWbyW	NW	6-7		2½	29.93	59	59	57	66	"	Cum	5	"
9	3	0		SW	"	6-8		2	29.94	59	60	57	55	"	Cum	7	"
10	2	8		"	"	6-8		2	29.95	60	59	57	56	"	"	7	"
11	2	5		SWbyW	"	6-8		2	29.96	60	60	57	56	"		6	"
Noon.	3	5		SWbyS	NWbyW	7-10		2	29.97	60	59	57	56	tcqp	"	4	"

P. S. 3 Distance by log.

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 700 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1650 "

Coal consumed during the preceding 24 hours, tons, 600 lbs.

Coal remaining on hand at Noon, 148 " 2212 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea
P. M.																	
1	3	0		SW	NNWbyW	6-8		2	29.99	59	59	57	66	tcqp	Cum Nimb	4	Rough
2	3	4		"	"	6-8		2	30.00	60	60	57	66	"	"	4	"
3	3	0		SWbyS	"	6-7		2	30.02	64	64	60	66	tcq	"	4	"
4	3	0		"	"	5-7		2	30.02	62	62	59	66	tcqp	"	4	"
5	3	6		SWbyS	NWbyW	5-7		2	30.03	60	60	58	66	"	"	2	"
6	2	0		"	NW	5-7		2	30.04	60	60	58	66	cq	"	0	"
7	1	5		SWbyW	"	5-8		6	30.08	60	60	58	66	"	"	0	"
8	1	5		"	"	5-8		6	30.08	60	60	58	66	"	"	0	"
9	1	5		SW	"	5-8		5	30.09	61	61	58	66	tcq	Cum	6	"
10	1	0		"	"	5-8		5	30.08	62	62	59	65	"	"	3	"
11	1	0		"	"	5-8		5	30.08	62	62	59	65	"	"	2	"
Mid.	1	0		WbyW	NbyW	5-8		6	30.08	62	62	57	65	"	"	4	"
	75	0															

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under the command of Commander Louis Kingsley, U. S. Navy,

Wednesday October 2nd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy clearing at intervals with bright moonlight. Fresh breeze to strong gales in squalls from NW by W to NNW. Passing showers of rain during 1am. Rough sea. Ship rolling heavily. Maximum roll noted 30° Starboard & 35° port. Ord course West, Speed to under close reefed main topsails & fore topmast staysail. Barometer rising.

L. McManus
Ens'n & Navigator U.S.N.

From 4 to 8 A.M. Pleasant weather. Fresh breeze to moderate gales from NNW to NW. Barometer rising. Ship by the wind on Starboard tack under close reefed main topsail & fore topmast staysail. At 6.00 set close reefed foresail, at 7.00 set close reefed fore topsail.

J. H. Jordan.
Mid Lieutenant U.S.N.

From 8 AM to Meridian. Partly cloudy and squally with rain showers last hour. Barometer rising. Strong breeze to gale blowing in squalls from NW & WNW & NW by W hauling at times to NNW by N & N & NW. Rough confused sea. Ship rolling and pitching deeply at times. Under close reefed fore & main top sail & close reefed foresail and fore top mast staysail. Ship's routine duties on account of bad weather.

J. T. Luby
Lieut & Navigator, U.S.N.

From Meridian to 4 P.M. Weather cloudy, with heavy passing rain squalls. Stiff breeze to moderate gale in squalls from NW by W. Barometer rising. Ship rolling heavily at times. Rough sea from N.N.W. Standing by the wind on starboard tack.

W. Bell Whittlesey
WBW Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy to overcast. Stiff very fresh breeze from NW to squalls in moderate gales last part of watch. At 5.30 took in and furled fore top sail, foresail and fore topmast staysail and set fore storm staysail. Dying to under close reefed main top sail and fore storm staysail after 6 O'clock. Rough sea from NW. Moonlight through clouds last hour.

R. D. Tindale
RDT Ensign U.S.N.

From 8 P.M. to Midnight. Cloudy. Clouds moving in 2 strata. Upper Stratum moving to Sd, lower to the S.E.ly. Steady barometer. Stiff breeze from NW to WNW to squalls in moderate gales. Dying to under close reefed main top sails & fore storm staysail. Bright moonlight between clouds.

L. McManus
Ens'n & Navigator U.S.N.

Examined and found to be correct.

John Hufford
Lieut Com'd U.S.N. Navigator.

4-95

LOG of the UNITED STATES Ship Essex. This Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	2	5															
1	2	0		S.S.W.	WbyN	5-7		4	30.05	62	62	59	65	b c q	Cu Cum	4	Rb
2	2	0		"	"	6-8		4	30.03	62	62	60	65	"	"	4	"
3	2	0		"	"	7-9		4	30.02	63	63	61	65	"	Cum Nimb	2	"
4	2	0		"	"	7-9		4	29.98	63	63	61	65	o c q p	"	0	"
5	2	0		"	"	7-10		4	29.97	63	63	62	65	o e q	"	0	RG
6	2	0		"	"	7-10		4	29.98	63	63	62	65	"	"	0	"
7	2	0		"	"	7-9		4	29.99	64	64	63	65	b e q	Cum Nimb	2	"
8	2	0		"	"	7-10		4	29.99	65	65	63	65	"	Cum	1	"
9	2	0		"	"	7-9		4	29.99	65	65	63	65	"	"	3	"
10	2	0		"	"	7-9		4	30.00	66	66	64	65	"	"	3	"
11	2	2	55.2	WbyN	"	6-9			30.02	66	66	64	65	"	"	2	"
Noon.	2	5	56.7	"	"	6-9			30.02	66	66	64	65	o c q	"	0	"

49.9 Distance by Log.

Course and distance made good since preceding noon by observations, SE by E 1/4 E 41 knots, tenths.

Position at Noon:
- Latitude by D. R. 46 ° 27 ′ 26 ″ N
- Longitude by D. R. 8 ° 47 ′ 45 ″ W
- Latitude by observations of ⊙ 46 ° 31 ′ 28 ″ N
- Longitude by chronometer from Forenoon Observations of ⊙ 8 ° 45 ′ 00 ″ W

Position at 8 A. M.
- Latitude by Observation of Sun (Summer) 46 ° 44 ′ 00 ″ N
- Longitude by Observation ⊙ (Summer) 8 ° 43 ′ 00 ″ W

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, 14 knots tenths per hour, setting to the S.S.E.

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1350 "

Coal consumed during the preceding 24 hours, 1 tons, 1510 lbs.

Coal remaining on hand at Noon, 147 " 702 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	2	4	58.5	WbyN	West	6-8			30.03	67	67	65	65	b c q p	Cum Cumm	1	Rb
2	2	0		"	WbyN	6-8			30.03	66	66	65	65	"	"	1	"
3	2	4		N.NW	WNW	6-8		1	29.99	65	66	65	66	"	"	2	"
4	2	3		"	"	6-8		1	29.98	65	66	65	66	"	"	2	"
5	2	8		"	"	6-8		2	29.99	65	65	64	66	"	"	2	"
6	3	5		"	"	6-8		2	29.99	65	65	64	66	"	"	2	"
7	4	0		"	"	6-8		2	29.98	65	65	64	66	"	"	2	"
8	4	0		"	"	7-8		2	29.98	65	65	64	66	"	"	3	"
9	2	5		NNW 1/2 W	"	7-9			29.98	65	65	64	66	"	"	2	"
10	2	5		"	"	7-9			29.98	65	65	64	66	b e q	"	4	"
11	2	5		N NW	"	7-9			29.98	65	65	64	66	"	"	5	"
Mid.	2	5		"	"	7-9			29.97	65	64	64	66	"	"	5	"

under the command of Commander Louis Kempff, U. S. Navy,

Thursday October 3rd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy threatening passing showers. Stiff to fresh breeze with heavy squalls from W by N. By the wind on the starboard tack under close reefed main topsail and fore storm stay sails. Heavy sea Ship rolling deeply at times.

J. J. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and squally. Moderate gale to gale from W by N. Barometer commenced to rise between 5 and 6 and commenced to fall again between 7 and 8. Rough broken sea. Ships rolling deeply at times. At 6 hoisted smoke stack and started fires in boilers A, B, and D.

J. B. Luby
1st Lieutenant U.S.N.

From 8 A.M. to Meridian

Weather cloudy. With fresh breeze to stiff gale from W by N. Barometer rising. At 10h 5m started Engines, took in all sail and set course W by N. Ship pitching to rough sea from W & W. Average Steam pressure 90 lbs, No Revolutions 33.

W. B. Whittlesey
1st Lieutenant U.S.N.

From Meridian to 4 P.M.

Cloudy. Fresh breeze and Moderate gale in squalls with light rain from W & W generally. Steaming ahead Course W by N. Hauled to Obstruction buoy to on port tack under foresail mainsail staysail, foot of main trysail & Storm mizzen. Steaming slowly having stopped heavy sea forward. Hauled in port log at 30 reading 54. Heavy sea from W. Ends and a. c. r. Average Steam pressure 90, Average No Revolutions 31.

R. S. Grisdale
Act. Ensign U.S.N.

From 4 to 8 P.M.

Cloudy with occasional passing showers, fresh breeze to moderate gales from W & W. Steaming slowly ahead with foresail, staysail storm mizzen and foot of main trysail set. At 5h 30m got Sounding 18 fathoms no bottom. Barometer nearly steady. Heavy Sea from W & W. Rough confused Sea. Average Steam pressure 55 lbs, Revolutions 31.

L. M. Nanney
Ensign U.S.N.

From 8 P.M. to Midnight

Clear and pleasant, light passing showers first hour of watch. Fresh breeze to heavy gale from W & W. Barometer steady. By the wind on port tack under foresail, staysail foot of main trysail and Storm mizzen. Turning over the Engines slowly, Average Steam 55 lbs. Average Revolutions 30. Heavy Sea Ship rolling and pitching Easily occasionally deeply.

J. J. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

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LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	2	0		N by W 3/4 W	W N W	7-8		1	29.96	65	64	62	66	b c q g f p	Nim Cum	1	RC
2	2	2		N 3/4 W	N W by W	7-8		1	29.93	64	63	62	65	"	"	2	"
3	2	6		"	"	7-9		1	29.93	64	63	62	66	b c q	"	2	"
4	3	0		"	"	7-10		1	29.93	64	63	62	65	"	"	3	"
5	1	5		N W	"	7-9		1	29.94	63	63	62	65	"	"	1	"
6	1	5		"	"	7-9		1	29.94	63	62	59	65	"	Cum	1	"
7	2	0		W by S	"	7-9		1	29.95	63	62	59	65	"	"	3	"
8	2	0		W S W	"	6-8		2	29.97	64	64	60	66	"	"	2	"
9	3	0		W 1/2 W S 1/2 W	W N W	5-7		1	30.02	62	62	60	66	"	"	4	"
10	4	0		S W by W	"	5-7		1	30.02	60	64	61	66	"	"	5	"
11	4	5		"	"	5-7		1	30.83	64	64	61	66	"	"	4	"
Noon.	5	5		S W 1/2 W	"	5-7		1 1/2	30.04	64	64	61	66	"	"	4	"

67.6 Distance by Log.

Course and distance made good since preceding noon by observations, N W 1/4 W 23 knots, tenths.

Position at Noon:
- Latitude by D. R. 46 ° 55 ′ 02 ″ N
- Longitude by D. R. 9 ° 24 ′ 20 ″ W
- Latitude by observations of ⊙ 46 ° 46 ′ 58 ″ N
- Longitude by chronometer from Forenoon Observations of ⊙ 9 ° 09 ′ 40 ″ W

Position at 8 A. M.
- Latitude by D R 47 ° 05 ′ 12 ″ N
- Longitude by D R 9 ° 14 ′ 10 ″ W

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, 3/4 knots tenths per hour, setting to the S E 1/2 E

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 250 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, 7 tons, 820 lbs.

Coal remaining on hand at Noon, 139 " 2122 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	5	2		W S W 1/2 W	N W	5-7		1/4	30.09	64	64	61	66	b c q	Cum Nim	3	RB
2	6	0	5.1	W S W	"	5-7		1/4	30.09	64	64	61	66	b c q d	"	5	"
3	5	0	10.9	"	W N W	6-7		1/2	30.09	64	64	61	65	b c q	"	2	"
4	6	0	16.9	S W by W	W by N	6		1/4	30.09	64	64	61	65	b q	"	4	"
5	6	0	22.9	S W 1/2 W	W	6		1/2	30.09	64	64	61	65	"	"	4	"
6	5	5	28.4	S W by W 1/2 W	W by N	6-7		1/2	30.09	64	64	61	65	"	"	3	"
7	5	1	33.5	W S W 1/2 W	N W by W	6-7		1/2	30.10	64	64	62	65	"	"	7	"
8	5	7	39.2	"	"	6-7		1/2	30.13	64	64	62	65	"	"	2	"
9	6	0	45.2	S W by W 1/2 W	W N W	6-7		1/2	30.15	64	64	62	65	"	Cir Cum	3	"
10	6	1	51.3	"	"	6-7		1/2	30.15	65	64	62	66	"	"	5	"
11	5	7	57.0	W S W	"	6		1/2	30.16	65	64	62	67	"	"	4	"
Mid.	5	8	62.8	S W by W 3/4 W	"	6		1/2	30.16	65	64	62	67	"	"	4	"
	69	1															

4—26

under the command of Commander Louis A Kuggler, U. S. Navy,

Sunday, October 4th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Middle watch

Cloudy and squally. Fresh breezes to gale from W. N. W. and N. W. by W. Barometer falling. Just from Key West. Hauled to and lay by the wind on port tack under Steam and fore storm staysail, port of main trysail & storm mizzen. Ship tossing & pitching deeply to very rough broken sea. Steam pressure 51, Revolutions 28.3.

J. B. Luby
1st Lieutenant U.S.N.

From 4 to 8 A.M.

Weather cloudy, with heavy squalls from N. N. W. by W. Barometer rising. At 6 O'Clock went about on the Starboard tack. At 7.00 sighted a sail & ported about fort beam. Ship tossing heavily to rough sea from N. W. Ship under Steam & fore & aft sail. Average Steam pressure 50 lb. Revolutions 27.2

W. B. Wheeler
1st Lieutenant U.S.N.

From 8 A.M. to Meridian

Cloudy, clearing at times. Under Steam & fore & aft storm sail until 9 when set whole main trysail, spanker and fore topmast staysail, taking in storm mizzen. At 10 set single reefed foresail and took in fore storm staysail. Steering by the wind on Starboard tack. Stiff to fresh breeze from N. N. W. Heavy sea from N. W. Crossed with westerly sea. Ship tossing considerably at times. Average Steam pressure 55 lb. Average no. revolutions 28. Fires under boilers A. C. & D.

R. D. Tisdale
2nd Engineer U.S.N.

From Meridian to 4 P.M.

Cloudy, fresh breezes from N. W. to W. by N. Under Steam with reefed foresail, fore topmast staysail, main trysail & spanker. Broken rough sea. At 12 M. took in and furled foresail. Average Steam pressure 55 lb. Revolutions 45. Fires under boilers A. C. & D.

L. McN. Manney
Asst. Engineer U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Fresh breeze from W. by N. to N. W. by W. Barometer rising. Rough broken sea. Steering by the wind under Steam, fore topmast staysail, main trysail and spanker. At 6.00 took in sail and steered a course W. by N. Found ship tossing and pitching too heavily without the sail. Made foresail and aft sail, and steered by the wind on Starboard tack.

J. W. Jordan,
2nd Lieutenant U.S.N.

From 8 P.M. to Midnight

Cloudy to fair. Bright moonlight. Fresh breeze from N. W. by W. Under Steam and fore & aft sail. Steering by the wind. Course to be made W. by N. Ship tossing and pitching easily to a rough sea. Average Steam pressure 55 lb. Revolutions 40.

J. B. Luby
1st Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-205

LOG of the UNITED STATES Ship "Essex" **Third Rate,**

Making passage from Plymouth England to Lisbon Portugal.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	6	1	68.9	SWbyW	WbyN	6		½	30.16	65	65	62	67	tcw	Cum Nimb	5	RD
2	6	6	75.0	SWbyW	"	6			30.16	65	65	62	67	"	"	4	"
3	5	9	80.8	"	"	5			30.16	65	65	62	67	"	"	6	"
4	5	7	86.5	W by S	"	5			30.16	65	65	62	67	"	"	4	"
5	5	8	86.3	"	"	5-6			30.15	65	64	61	67	tc	Cum	3	"
6	5	6	89.9	West	WNW	5-6			30.16	65	65	62	67	rc	"	0	"
7	4	0	93.9	WbyW	"	5			30.15	66	66	63	67	tc	Cu Cum	3	"
8	4	8	98.7	"	WbyN	5			30.18	67	67	64	67	"	Cum	2	"
9	4	1	103.8	WbyW	WSW	5			30.15	67	67	66	67	"	Cum Stat	1	"
10	5	1	9.3	"	"	4-5			30.15	67	67	67	67	tcf	"	3	"
11	2	0	11.3	NWbyW	"	4			30.14	67	68	67	67	"	"	1	"
Noon.	3	7	15.4	NbyW½W	West	4-5			30.13	67	68	67	67	"	"	2	"

170.7 Distance by Log.

Course and distance made good since preceding noon by observations, NW½W 106 knots, tenths.

Position at Noon:
- Latitude by D. R. 45 ° 38 ′ 34 ″ N
- Longitude by D. R. 11 ° 04 ′ 40 ″ W
- Latitude by observations of ⊙ 45 ° 28 ′ 50 ″ N
- Longitude by chronometer from Forenoon Observations of ⊙ 10 ° 45 ′ 30 ″ W

Position at 8 A. M.:
- Latitude by DR 45 ° 37 ′ 28 ″ N
- Longitude by Observation ⊙ 10 ° 39 ′ 30 ″ W

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, 5/8 knots tenths per hour, setting to the NEbyE½E

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 800 "

Coal consumed during the preceding 24 hours, 7 tons, 1490 lbs.

Coal remaining on hand at Noon, 132 " 672 "

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	3	3	18.1	NNW½W	West	5-6		2	30.10	67	68	67	67	tcqp	Cum Nimb	2	B
2	2	5	21.2	N½W	"	5-8		2	30.07	67	68	67	67	"	"	2	"
3	2	5	23.7	N½W	"	5-6		2	30.05	68	68	67	68	"	"	4	"
4	2	0	26.7	N½W	"	5-7		2	30.03	68	68	67	68	"	"	3	"
5	2	0	28.6	NbyW	"	6-7		2	30.02	68	67	66	68	tcq	"	3	"
6	2	5	31.1	NbyW½W	"	6-8		2	30.00	66	66	65	68	tcqp	"	3	"
7	1	5	32.6	NNW½W	WbyS	6-8		2	29.99	66	66	65	68	"	"	2	"
8	1	9	34.5	WbyW½W	West	6-8		2	29.98	66	66	65	68	"	"	4	"
9	2	2	36.5	WNW	WbyS	6-7		3	29.97	66	66	65	68	"	"	1	"
10	0	5		"	"	6-8		2	29.96	66	66	65	68	"	"	1	"
11	0	5		"	"	6-7		2	29.94	66	66	65	67	"	"	2	"
Mid.	0	5		"	"	6-7		2	29.92	66	66	65	67	"	"	1	"
	27	9															

4—20

under the command of Commander Louis Kingsbury, U. S. Navy,

Saturday October 5th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A M. Weather fair, except for one squall about 1.30, when took in all sail, & headed up more to the Sea. Steering Engines to about 4 knots. Fresh to stiff breeze from W. to W.N.W. Barometer 29.83. Ship rolling heavily at times to rough Sea from S.W. by W. Average Steam pressure 60 lbs. Revolutions 38.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A M. Cloudy. Stiff breeze from W.N.W. and W. by N. Ships under steam alone, Rapping Sea & Steering W. by S. & W. Most part of watch, and on Course W. by N. last two hours. Rough Sea. Moderating. Average Steam pressure 55 lbs. Average Revolutions 36. Absent for Steam Staysail & Mizzen.

R.D. Tisdale
Ensign U.S.N.

From 8 A M to Meridian. Cloudy with passing squalls of rain and Sleet. Moderate to stiff breeze from N.W. by W. to West. Barometer falling. Shortly at 9.15 took in and furled all sail and at 9.45 changed course to West. At 10.20 called all hands and set foretop mast staysail. Single reefed topsail, foresail and spanker. Brought Ship on port tack by the wind. Stopped Steaming at 10.35. Average Steam pressure 57, revolutions 35, Distilling.

L. M. Hanner
Ensign U.S.N.

From Meridian to 4 P M. Cloudy threatening, passing showers. Stiff breeze with heavy squalls from West. Hauled more from N.W. with close Sea from West. Steering by the wind on port tack under double reefed topsails, foresail, foretop mast staysail and spanker. At 1.15 took close reef in topsails, single reef in foresail and took in spanker.

J.W. Jordan
Lieutenant U.S.N.

From 4 to 8 P M. Cloudy and squally cold passing showers. Fresh breeze to moderate gale from West and W. by S. Broken Sea. Hauled from Westward. Ship riding easily. By the wind on port tack under fore topmast staysail close reefed to Main and reefed foresail at first. At 5.30 set up and set fore storm staysail and storm mizzen and set storm mizzen.

J.L. Luby
Lieutenant U.S.N.

From 8 P M to Midnight. Weather cloudy with passing rain squalls. Fresh breeze to strong gale in squalls from W. by S. Barometer falling. At 9 O'Clock took in foretop mast staysail, one sail setting for storm staysail. Laying to on port tack. Rough Sea from W.N.W. Distilling using boilers "A".

W.B. Whittlesey
W.B.W. Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ships Ethel Third Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Drop of Clear Sky, in Glass.	State of the Sea.
A. M.	7	9															
1	7			N. N. W.	W by S	6 7		6	29.90	66	66	65	67	b c g	Cum Cumst	1	R
2	7			"	"	6 7		6	29.87	66	66	64	67	"	"	1	"
3	7			"	"	6 7		6	29.85	65	65	64	67	"	"	1	"
4	7			"	"	6 7		6	29.84	65	65	64	67	"	"	1	"
5	0	8		N by W ½ W	W by S	5 6		5	29.82	66	65	64	67	"	"	2	M
6	0	8		N by W	W by S	5		5	29.82	66	65	64	67	b c	"	1	"
7	0	8		N by E	N by W	5		5	29.87	65	65	64	67	o c	"	0	"
8	1	8		N W b N	W by S	3 4		5	29.84	65	65	64	66	"	"	5	"
9	6	7		N by W	"	3 4		5	29.84	65	65	64	66	o c p	"	0	Ro
10	1	0		N E by N	N N W	3 4		5	29.84	65	65	64	66	"	"	5	"
11	3	0		S W	N. N W	3		1	29.86	62	62	62	66	"	"	0	"
Noon.	3	5		"	N. E	3			29.87	61	62	61	66	"	"	5	"

36. 3 Distance by log.

Course and distance made good since preceding noon by observations, 45 knots, tenths.

Position at Noon:
- Latitude by D. R. 45 049 .06 " N
- Longitude by D. R. 10 049 .54 " W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by D. R. 45053 .44" N
- Longitude by D. R. 10048 .54" W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 300 gallons.
Water Distilled during the preceding 24 hours, 1200 "
Water remaining on hand fit for use at Noon, 1700 "
Coal consumed during the preceding 24 hours, 1 tons, 1060 lbs.
Coal remaining on hand at Noon, 1830 " 1807 "

P. M.																	
1	3	9	41. 4	N W	N by E	3			29.88	62	62	61	67	o c p d	Cum	0	R
2	4	7	49. 6	"	"	3			29.90	62	62	61	67	b c n d	Cum Cumst	2	"
3	4	6	58. 2	"	"	3			29.91	63	62	62	68	b c n	"	1	"
4	4	6	68. 8	"	"	3 4			29.92	62	62	60	67	b c n d p	"	1	"
5	4	1	67. 9	"	"	3 4			29.93	62	62	60	68	b c	"	4	"
6	4	3	67. 2	"	"	3 4			29.97	63	62	59	68	"	"	4	"
7	4	3	71. 5	"	North	4 5			30.00	63	62	59	67	"	"	4	"
8	5	1	76. 6	"	"	4 5			30.03	63	62	59	68	"	"	4	"
9	5	4	82. 0	"	N N W	4 5			30.03	63	62	59	67	"	"	4	"
10	5	8	85. 8	"	N W by N	4			30.03	63	62	59	67	"	"	6	"
11	3	2	89. 0	"	"	3			30.06	63	62	59	67	"	Cirr Cumst	8	"
Mid.	3	0	92. 0	"	N W	3			30.05	63	62	58	67	"	"	4	"
	61	5															

under the command of Commander Louis Kempff, U. S. Navy,

Sunday Oct 6th, 18 75.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M

Cloudy Scuds from N.S.W. Fresh breeze from W by S and in squalls. Dying to under close reefed mainsail fore Storm staysail and Storm mizzen. Distilling using boilers "A". Rough Sea from N.W. Moon Shining through clouds which halo around it.

R. S. Tisdale
Act Ensign U.S.N.

From 4 to 8 A M.

Generally overcast. Hush to gentle breeze from N.N.W to W by N. Barometer nearly steady. Under sail as in previous watch. Distilling using boilers "A". Moderate W by S Sea.

L. M. Nance
Junr Ensign U.S.N.

From 8 A M to Meridian

Overcast clouds passing showers. Light to moderate breeze from West to N.W.C. Barometer rising. Steady. Dog vessel from N.N.W. Ship by the wind on port tack under close reefed main topsail fore Storm staysail and Storm mizzen. At 9.35 wore Ship. Latter wearing stood out all reefs and made all square sail to topgallant sails & except mainsail, hauled down for Storm staysail and set forth mast staysail. Took in Storm mizzen and set spanker. At 11.15 took in spanker. Wind Chanding set course S.W. Ships rolling deeply at times with the quartering sea. By order of Commanding Officer released from confinement and restored to duty C. H. Crowell (App. 3 cl.) expiration of confinement.

J. W. Jordan.
Lieutenant U.S.N.

From Meridian to 4 P M

Cloudy and misty with occasional showers of drizzling rain. Gentle to moderate breeze from N by E. Dog vessel from N.N.W. On course S.W. until 12.15 when changed to S.W by S. Under plain sail to topgallant sails except fore, mainsail and spanker.

J. B. Lamb
2d Lieutenant U.S.N.

From 4 to 8 P M

Misty fair passing rain showers during first hour. Light to Gentle breeze increasing to Stiff breeze from N by E to N.N.E. Gradually rising. At 5.30 set the fore & mainsail. Distilling. Ship under sail alone. During a Course.

W. B. Whittlesey
2d Lieutenant U.S.N.

From 8 P M to Midnight.

Generally clear. Changing ush from N.N.E. Moderate to gentle breeze from N.N.W to W.N.W. On Course S.W by S. No change in sail except set fore at 11.15. Moonlight. Moderate sea and long swell from N.N.W. Distilling fires under H.P. A.

R. S. Tisdale
Act Ensign U.S.N.

Examined and found to be correct.

John Guthrie
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ships Ester Third Rate,

Making passage from Plymouth England to Lisbon Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop'n of Clear Sky, in tenths.	State of the Sea.
A. M.	5	1															
1	3	4	95.4	S by W	N W	4-5			30.06	62	62	60	67	c p q	Nim Cum	1	10
2	3	1	98.5	"	N N W	3		1/4	30.06	62	62	59	67	b c p	"	5	"
3	4	0	2.5	"	"	3		1/4	30.05	62	62	59	66	b c	"	1	"
4	2	6	5.1	"	"	3		1/4	30.03	62	62	59	66	"	"	1	"
5	1	4	6.8	S S W 3/4 W	"	2		3/4	30.03	60	62	59	66	"	"	1	"
6	2	6	7.3	"	"	2		3/4	30.02	61	62	59	66	"	"	2	"
7	1	5		S S W	West	2		1	30.00	62	62	59	66	"	Cum	4	"
8	2	0		S W by W	N N W	2		1	30.01	63	62	59	66	"	Nimb Cum	1/2	"
9	1	6	0.4	S S E	S W by W	1			30.00	62	62	59	67	"	"	3	"
10	1	0		S E by E	S S W	1			29.99	63	62	59	67	"	"	2	"
11	1	0		S S E	S W by W	1			29.99	62	62	59	67	b c p	"	2	"
Noon.	1	0			Variable	1			29.98	62	62	59	67	"	"	2	"

75. 4 Distance by log.

Course and distance made good since preceding noon by observations, S 1/2 W 59 knots, tenths.

Position at Noon:
- Latitude by D. R. 42 0 39 12 N
- Longitude by D. R. 10 0 8 30 W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by D. R. 41 40 41 30 N
- Longitude by D. R. 11 0 0 1 30 W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Rectified during the preceding 24 hours, 1400 "

Water remaining on hand fit for use at Noon, 3420 "

Coal consumed during the preceding 24 hours, 1 tons, 460 lbs.

Coal remaining on hand at Noon, 129 " 1340 "

P. M.																	
1	0	5		N by W	Variable	2-6		1	29.91	62	62	59	67	o c p q	Cum Nimb	0	10
2	2	5	12.6	South	S by E	3		1	29.88	62	62	59	67	o c	"	0	11
3	3	2	15.8	S by E	S S W	3-4		1	29.81	62	62	59	67	o c p q	"	0	"
4	4	0	20.8	S W by W	"	3-5		1	29.79	62	62	59	67	"	"	0	"
5	4	6	24.6	N. N W	N by E	4		1	29.76	62	62	59	67	"	"	0	"
6	3	5	28.1	"	"	5-6		1	29.75	62	62	59	67	"	"	0	"
7	3	7		N by W	N E by E	5-7		1	29.78	62	63	60	67	"	"	0	"
8	2	0		South	N E by E	4-6		1	29.91	62	63	60	67	b c q	"	4	"
9	3	0		S by W	N E by E	4-6		4	29.67	60	61	60	67	b c q p	"	3	"
10	1	8		S W by W	N N W	4-6		3	29.64	62	62	60	67	"	"	3	"
11	3	0		"	"	4-7		3	29.61	62	62	60	67	b c p b l	"	2	"
Mid.	2	6		S W	N W	5		2	29.59	61	60	59	67	b c q p	"	4	"
	33	9															

under the command of Commander Louis Kingsbury, U. S. Navy,

Monday October 7th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Mid. to 4 A.M.

Cloudy and pleasant, light to gentle breze from N.W. to W.N.W. Flowing in squalls, first hour to fresh breze. Ran Course S.S.W. Thus Under all plain sail to topgallant sails except weather clew of mainsail and spanker. Barometer falling last half. Clouding over from N.W. at end of watch.

L. M. Nauman
Mid'n Assign U.S.N.

From 4 to 8 A.M.

Cloudy and pleasant, passing rain squalls around horizon. Light breze from W.N.W. to W.S.W. Barometer falling. Ran Course S.S.W. Steering by the wind on Starboard tack under topgallant sails, topsails, foresail & clew of single reefed mainsail set, and fore topmast stay sail. Several sails in sight after daylight. Distilling.

J. W. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Cloudy with passing rain showers. Light airs from S.W. and W. first three hours, variable last hours. By the wind on Starboard tack under plain sail to topgallant sails except weather clew of mainsail & spanker until 11.30 when set to air from W.S.W. sprung up braced round on port tack & set mainsail. At end on port tack, no steerage way. Received water in sending up royal yards, sent royal yards down. At 9.45 mustered and inspected crew at quarters manned aft to quarter deck and Executive Officer read Articles for the Better Government of the Navy and General Court Martial Orders. By order of Commanding Officer. Confined Edward Dillard (1st Class) for five days Solitary Confinement on bread and water. Officer of Day ordered to be in Sea dress and Department to be inspected by Officers. Divers at the Smoke Stack.

J. Lansby,
Lieut. Junr. Grade U.S.N.

From Meridian to 4 P.M.

Weather cloudy with passing rain squalls, light to fresh breze in squalls from W. by S. to W.S.W. Barometer falling rapidly. At 1.45 took in topgallant sail and mainsail, then called all hands and put two single reefs in the topsails. At 2 O'clock wore Ship and then shook the reefs out of the topsail. At 3.10 wore Ship. Tried of watch. Ship close hauled on port tack.

W. B. W. Shutesbury
Mid'n Assigned U.S.N.

From 4 to 8 P.M.

Cloudy to overcast & clouds. Clearing slightly to N.W. during last hours. Moderate to very fresh breze in squalls from W.S.W. to S.W. by W. throughout watch. At 5.30 called all hands and took two single reefs in topsails, single reefs in foresail took in mainsail & furled fore and spanker. At 7.00 took in mainsail to squall and at 7.30 called all hands. Wore ~~Ship~~ Ship bringing by the wind on Starboard tack. End close reefed topsails furling mainsail. Put on preventer lower braces. Barometer falling. Moderate to fairly Sea.

R. D. Rhodes
Mid'n Assigned U.S.N.

From 8 P.M. to Midnight.

Cloudy with passing rain squalls. Fresh breezes from W. to N.W. Barometer falling. At beginning of watch under sail as in previous watch. At 8.30 got up fore Storm stay sail and set Storm Trysail. Bright moonlight between squalls. Lightning to the N.W.

Examined and found to be correct.

L. M. Nauman
Mid'n in Charge U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" **Rate,**

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Offic.	State of the Sea.
A. M.	33	9															
1	3	0		SW	NW	7-9		r	29.57	62	61	59	67	8 c l q	Stratus	4	R
2	2	8		"	"	7-9		r	29.57	62	61	59	67	"	"	4	"
3	3	8		"	NNW½W	7-9		r	29.57	62	61	59	67	c q	"	0	"
4	4	0		"	"	7-10		r	29.57	62	61	59	67	c q	"	0	"
5	3	5		SW	"	7-9		r	29.57	60	60	59	67	t q c p	Nimbus	3	"
6	4	0		"	NNW	8-10		r	29.57	61	61	60	67	t c q p	"	5	R R
7	1	0		"	"	8-11		l	29.58	61	61	60	67	"	"	4	"
8	1	0		WSW	NbyW	7-11		b	29.61	60	61	60	67	"	"	3	"
9	2	0		"	"	9-10		r	29.62	60	60	57	67	"	"	3	"
10	2	0		"	"	9-10		r	29.64	60	60	57	66	"	"	5	"
11	2	0		"	"	9-10		r	29.65	60	60	57	66	"	"	4	"
Noon.	2	0		WbyS	North	9-10		s	29.66	59	59	56	66	"	"	2	"
	66	0															

66.0 Distance by log.

Course and distance made good since preceding noon by observations, SE 46 knots, 6 tenths.

Position at Noon:
- Latitude by D. R. 44° 09' 36" N
- Longitude by D. R. 10° 44' 17" W
- Latitude by observations of ☉ 44° 06' 22" N
- Longitude by chronometer from Forenoon Observations of ☉ 10° 12' 45" W

Position at 8 A. M.
- Latitude by D R 44° 15' 18" N
- Longitude by Observation ☉ 10° 30' 45" W

Position at 8 P. M.
- Latitude by D R 43° 28' 48" N
- Longitude by Afternoon Observation of ☉ 11° 04' 48" W

Current during the time, 23/4 knots tenths per hour, setting to the E 3/4 S

Error of the Compass by Azimuth ☉ observed at , ship's head ° '
Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '
Error of the Compass by Azimuth ☉ observed at , ship's head ° '
Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 420 gallons.
Water Distilled during the preceding 24 hours, 100 "
Water remaining on hand fit for use at Noon, 2400 "
Coal consumed during the preceding 24 hours, tons, 2025 lbs.
Coal remaining on hand at Noon, 128 " 1562 "

P. M.																	
1	1	0		WbyS	NbyW	7-9		s	29.70	60	60	58	66	t c q p	Cirro Cumulus	4	R
2	1	0		"	"	7-9		s	29.70	61	61	58	66	c	"	4	"
3	2	0		West	"	7-9		s	29.69	62	61	58	66	"	"	4	"
4	3	2		"	"	7-9		s	29.70	61	61	58	66	"	"	4	R
5	3	5		"	"	7-9		s	29.71	61	61	58	66	t c q	"	4	"
6	3	6		WNW½W	"	7-9		s	29.73	61	61	58	66	"	"	5	"
7	3	5		"	"	7-11		s	29.75	61	61	58	66	"	"	4	"
8	3	5		"	"	7-10		s	29.76	61	61	58	66	"	"	6	"
9	3	0		"	"	8-10		s	29.81	61	61	58	66	"	"	5	"
10	3	4		"	"	8-10		s	29.81	61	60	58	66	"	"	2	"
11	3	0		"	"	7-9		s	29.82	61	61	58	66	"	"	2	"
Mid.	3	0		"	"	7-9		s	29.83	61	61	58	66	"	"	4	"

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday October 26th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M

Cloudy, occasionally clearing, passing rain squalls. Moderate gales with heavy squalls from N W to N N W. Steering a course S W under close reefed topsails reefed foresail foretopmast staysail & Storm Mizzen. At 1.00 took in fore top sail hauled down foretopmast staysail and set fore Storm Staysail. Rough sea from N W. Ship rolling deeply at times.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 P M

Cloudy with violent squalls & passing showers of rain. Rain fell about sunrise to N N W. Fresh breeze to heavy Gales from N W by W at first hauling to N by W last hour N North at end. Rough broken Sea increasing after 5 A M. Steady Course S by E. under fore Storm staysail reefed foresail & close reefed main top sail and Storm Mizzen. At 5.30 took in Storm Mizzen. At 6.15 took in N reefed foresail & set Storm mizzen & lay with Ship to & set reefed main top sail and set mizzen Storm staysail. Battened down fore room hatches, put over oil bags at sea. Lost Fetzer 6 & 7 barometer commenced to rise.

J. E. Lucas
1st Lieutenant U.S.N.

From 8 A M to Midnight

Weather cloudy with passing rain squalls heavy gales in violent squalls from N by W to N N W. Barometer rising Slowly. At 10.30 A M hoisted Smoke Pipe and started fires in boilers A & B. Lying to under close reefed main top sail and fore & aft Storm Sails, rolling heavily at times, to rough Sea from North. Rising oil from Starboard bow.

W. B. Whittlesey
Lieutenant U.S.N.

From Midnight to 4 P M

Generally fair. Moderate to fresh gales in squalls from N by W occasionally attended with rain. Lying to under close reefed main top sail. Steering under foresail & C. & R. Engineer on Course West to Sea hailed main top sail. Fires under boilers A & B. Hunting secured guns to boats. Rising oil over Starboard bow. Heavy Sea from N N W. Ship rolling considerably at times and shipping seas fore and over weather rail. Average Steam pressure 55 lbs. Average Revolutions 38.

R. Tisdale
Ensign U.S.N.

From 4 to 8 P M

Cloudy clearing at intervals. Fresh breeze to heavy gales in squalls with rain. Barometer rising. Under Steam and fore & aft Storm sails. On Course West till 5.47 when made Course W S W ½ W. Ship rolling heavily at times. Shipping light seas over both sides. Stood in protection ground. Starboard head. Set over three oil bags on Starboard bow. Heavy Sea from N N W. Average Steam pressure 55 lbs. Average Revolutions 32.2.

L. Symmes
Ensign U.S.N.

From 8 P M to Midnight.

Generally clear, passing rain squalls. Moderate gales to very fresh breeze with heavy squalls from N W by N. Barometer rising. Heavy Sea from North. Ship rolling deeply at times. Steering W S W ½ W under Steam and fore and aft Storm Sail. Average Steam pressure 55 lbs, Revolutions 33 +,

J. W. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ships "Essex" Third Rate,

Making passage from Plymouth England to Distom Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stations of the Sun.
A. M.																	
1	3	7		S by W 1/2 W	N by W	6.9		4	29.84	61	61	58	66	b c q	Cum Strat	5	R
2	3	8		"	"	6.8		4	29.85	61	61	58	66	"	"	5	"
3	4	2		"	"	6.7		4	29.85	61	61	57	66	"	"	5	"
4	4	0		"	"	5.7		4	29.85	61	61	57	67	"	"	3	"
5	3	2		"	"	5.6		2	29.86	60	61	57	67	b c q p	"	1	"
6	3	2		"	N by W	4.5		2	29.86	60	60	56	67	"	"	3	"
7	3	8		"	"	4.5		1	29.87	60	61	58	67	o c q	"	0	"
8	3	1		"	N W	2.4			29.86	61	61	58	68	"	"	2	"
9	2	5		S W	N by W	3			29.86	61	61	58	68	o c	"	0	Lo
10	5	8	38.2	S by W	W	3			29.86	62	62	60	68	"	"	0	"
11	6	2	46.2	"	S W	3			29.87	62	62	60	67	o c a	"	1	"
Noon.	6	9	47.1	"	W S W	3.4			29.87	62	62	60	67	"	"	0	"

84.7 Distance by log.

Course and distance made good since preceding noon by observations, S S W 1/2 W 91 knots, tenths.

Position at Noon:
- Latitude by D. R. 43 ° 09' .30" N
- Longitude by D. R. 11 ° 53' 24" W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by D R 43 ° 24' 18" N
- Longitude by D R 11 ° 47' 48" W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1950 "

Coal consumed during the preceding 24 hours, 5 tons, 1545 lbs.

Coal remaining on hand at Noon, 123 " 17 "

P. M.																	
1	4	4	43.5	S W 1/2 S	S W	5.4			29.85	62	62	61	67	o c a	Nim Cum	0	Lo
2	5	0	58.0	S W	"	5.5			29.81	63	63	62	67	"	"	0	"
3	4	2	62.2	"	"	4.6			29.75	62	62	61	67	"	"	0	"
4	3	2	65.4	"	"	4.7			29.75	62	62	61	67	"	"	0	"
5	1	7	67.1	"	"	4.6			29.67	62	62	62	67	o c n	"	0	Lo
6	1	5	68.6	"	"	5.7			29.62	63	64	64	67	"	"	0	"
7	3	5	68.6	N W	W by S	6.8		4	29.61	65	65	65	68	"	"	0	"
8	2	0	69.6	N W 1/2 N	W by W	7.9		4	29.61	66	66	66	68	"	"	0	"
9	1	3	69.9	N W by N	W by S	5.8		2	29.59	65	66	62	67	o c p q	"	0	Lo
10	3	4	73.8	N W 1/2 N	"	5.7		2	29.59	66	66	62	67	"	"	0	"
11	3	9	77.5	N W	West	5.7		1 1/2	29.60	67	67	62	67	b c q	"	4	"
Mid.	3	7	81.2	N W by W	"	5.7		1	29.61	67	67	62	67	"	"	4	"

under the command of Commander Louis Kingsbury, U. S. Navy,

Wednesday, October 9th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and Until 4 A.M. Fair to cloudy bright moon & Starlight Steady. Fresh breeze to strong gale from N by W. Rough Sea from N.W. Steering and Sea moderating. Steered Course W.N.W ½ W. Under Steam and fore & mizzen storm staysails & storm mizzen. Steam pressure 55 lbs. Revolutions 31.

J. F. Luby
1st Lieutenant U.S.N.

From 4 to 8 A.M. Weather cloudy with passing rain showers during first half of watch. Stiff breeze in squalls from N by W, including to N.W. and dropping to light airs. Barometer steady. At 4.30 took in mizzen staysail. Ships rolling heavily to rough Sea from N.W. Steering. Average Steam pressure 55 lbs. Revolutions 37.

W B Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Overcast and cloudy during the forenoon at times last part of watch. Light breeze from N.W. to gentle & moderate breeze from W.S.W. Under Steam fires under 4 boilers as per M.D. At 9.30 changed course to S.W. at 9.40 to S. by W. At 9.45 set jib topmast staysail main topsail and spanker. At 9.50 the foresail but took it in again. At 10.30 took in all sail. Took off provision boats and lifts. Moderate N.W. by W. Sea and swell. Average Steam pressure 55 lbs. Average Revolutions 30.

R. S. Teasdale
2nd Engineer U.S.N.

From Meridian to 4 P.M. Overcast with drizzling rain. First half fresh breeze from S.W. Barometer falling first half steady last half. Under Steam alone. Boilers as per M.D. Ship rolling S.W. by S. At 2.15 changed course to S.S.W. Wind steadily freshening during watch and indications of approaching Gale from S.W. Average Steam pressure 55 lbs. Revolutions 33.

Lewis Jones
Asst Engineer U.S.N.

From 4 to 8 P.M. Cloudy raining. Moderate to very fresh breeze and heavy squalls from S.W. to W by N. Barometer falling. Ship rolling heavily. Sea from S.W. and cross Sea from S.S.W. Steering a course S.W. under Steam alone. At 6.10 set sails fore and aft storm sails and steered by the wind on the port tack. Steering down with the Engines. Average Steam pressure 55 lbs. Revolutions 31.

J. W. Forden
2nd Lieutenant U.S.M.C.

From 8 P.M. to Midnight. Cloudy and squally with rain first two hours clearing last two. Fresh breezes from W by S to W.S.W. Long swell from S.S.W. By the wind on port tack under Steam & fore & main & storm staysails & storm mizzen. At 8.20 wore ship about and steered by the wind on port tack until 10 then S.W. until 11 then S.W. by S. Under Steam and same sail as above. Steam pressure 55. Revolutions 30.

J. F. Luby
1st Lieutenant U.S.N.

John Hufford
Lieutenant U.S.N. Navigator.

• Examined and found to be correct.

4–265

LOG of the UNITED STATES Ship "Ella" Third Rate,

Making passage from Plymouth England to Lisbon Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.	39	6															
1	3	7	84.9	SW by S	W by N	6		1	29.62	67	67	62	67	fc	Nim Cum	2	20
2	4	2	89.1	"	"	7		1	29.62	67	66	63	67	fc fp	"	2	"
3	4	3	93.4	"	West	3-6		1	29.62	65	65	63	67	"	"	3	"
4	4	0	97.4	SSW by W	"	3-6		1/2	29.62	65	65	63	67	fc	"	6	"
5	4	4	1.8	"	"	3-4		1/2	29.62	65	65	63	67	"	Str Cu	5	"
6	4	0	5.8	"	"	4		1/2	29.64	64	64	63	67	fc fp	Cu Str Cum	4	"
7	4	6	10.4	"	W by S	3-4		1/2	29.66	65	64	63	67	fc	"	3	"
8	4	6	15.0	"	"	4		1/2	29.69	65	64	63	67	"	St Cum	6	"
9	4	5	19.5	"	"	4			29.73	66	62	64	67	"	"	6	"
10	3	3	24.0	Lying	West	3		1	29.73	65	65	63	67	fc fp	Cu Nim	4	"
11	1	0	27.5	SW by S	"	2		2	29.74	66	64	64	67	fc	"	5	"
Noon.	1	0		SE by S	SW	2		2	29.76	67	66	65	67	"	"	5	"

86.8 Distance by log.

Course and distance made good since preceding noon by observations, SW by W 1/4 W 78 knots, tenths.

Position at Noon:
- Latitude by D. R. 41°05'.36" N
- Longitude by D. R. 11°45'.00" W
- Latitude by observations of ⊙ 41°52'.08" N
- Longitude by chronometer from Forenoon Observations of ⊙ 12°10'.00" W

Position at 8 A. M.:
- Latitude by D R 42°09'.48" N
- Longitude by Observation ⊙ 12°15'.00" W

Position at 8 P. M.:
- Latitude by D R 41°45'.26" N
- Longitude by Observation ⊙ 11°54'.36" W

Current during the time, 3/6 knots tenths per hour, setting to the W S W 1/4 W

Error of the Compass by Azimuth ⊙ observed at 4 P M. ship's head SW by W 1/2 W 20°35' W

Deviation of the Compass by Azimuth ⊙ observed at 4 P M, ship's head SW by W 2°15' E variation used 22°50' W

Error of the Compass by Azimuth ⊙ observed at 4.38, ship's head SE by E 18°09' W

Deviation of the Compass by Azimuth ⊙ observed at 4.38, ship's head SE by E 4°41' E variation used 22°50' W

Water expended during the preceding 24 hours, 450 gallons.

Water Distilled during the preceding 24 hours, 100 "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 6 tons, 2240 lbs.

Coal remaining on hand at Noon, 116 " 2017 "

P. M.																	
1	1	9		SE by S	SW	2		1	29.76	67	67	65	67	fc	Cum Str	2	20
2	2	2		SE	"	2		1	29.76	67	67	65	67	"	"	4	"
3	2	3		SE by S	SW by W	3		1	29.77	67	67	65	67	"	"	4	"
4	2	0		SSE	"	3		1	29.77	67	67	66	67	"	"	5	"
5	2	0		"	"	2		1	29.78	67	67	65	68	"	Cum Str	5	20
6	2	0		SE	"	2		1	29.80	67	67	65	68	"	"	7	"
7	1	5		"	"	1-2		1	29.82	67	67	65	68	"	Cum	7	"
8	1	0		"	SW by S	1		1	29.84	68	68	65	68	"	"	8	"
9	0	0		Calm	"	0			29.85	68	67	65	68	"	"	7	"
10	0	0		Light airs from SE	"	0-1			29.89	68	67	65	69	"	"	7	"
11	0	0		"	"	0-1			29.89	68	67	65	69	fc fp	Cum Str	4	"
Mid.	0	0		"	"	0-1			29.89	68	67	65	69	"	"	4	"
	16	0															

under the command of Commander Louis Kingsley, U. S. Navy,

Thursday, October 10th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to H A M Weather cloudy with passing showers lighting up toward end of watch. Moon shining through rifts in the clouds. Gentle to stiff breze from Wly Pts to West generally, but heavy squalls at intervals. Barometer steady. At 5:50 O'Clock sighted a Steamer & pronounced her to be a Ships under Steam and Storm Sails. Average Steam pressure 55 lbs. No Revolutions 30.

W B Whittlesey
2d Lieutenant U.S.M.C.

From 4 to 8 A M Cloudy to fair, light passing rain showers during first part of watch. Gentle and Moderate breze from W.S.W. Barometer steady (pc). No change in sail or speed of engines, Log showed from 9 to 10 knots. Ship rolling considerably at times, throughout moderate Sea. At 6 took Soundings with Thompsons Machine in 10 fathoms fathoms no bottom. Average Steam pressure 55 lbs. Average Revolutions 30.

R D Tisdale
Ensign U.S.N.

From 8 A M to Meridian Cloudy and pleasant. Moderate to light breze from W by S to S.W. Barometer rising. At beginning of watch under Steam & fore & Mizzen Stay sail and Storm Mizzen. At 9:15 changed course to South & made sail to topgallant sails. Except main sail and Spankers. Set fires dr out under boilers A & C & banked fires on boilers D. Stopped steaming at 9:40 and uncoupled propellor. At 10:35 changed course to S by E. Got up and set main & mizzen top mast Stay sails. Hauled down and stowed Storm Stay sails to dry. Set foot of main top sail 11:10 hauled up main top sail & set to clew of main sail. 11 O'Clock sighted a Steamer bearing S 1/2 W standing to N & W 10 Knots. Distelling using boilers D. Tested magazine flood cocks & found them in good condition. Average Steam pressure 55 lbs. No Revolutions 30.

L M Mannix
Ensign U.S.N.

From Meridian to 4 P M Clear and pleasant. Light to gentle breze from S.W. to S.S.W. Barometer rising slowly. Log showed four knots. Steering by the wind on starboard tack under plain sail to topgallant sails main & mizzen top mast stay sails. Making out clothing lists and airing clothing.

J W Jordan
Lieutenant U.S.M.C.

From 4 to 8 P M Clear and pleasant. Light airs to light breze from S.W. by W to S by E Log showed from 5 to 7 knots. Beating to windward on starboard tack under plain sail to topgallant sails and main and mizzen top mast stay sails, except weather clew of mainsail & spankers. At 5:30 hauled up lee clew of main sail & set main top sail & spanker. Hauled mainsail Course to be made S by E.

J C Luby
Lieutenant U.S.M.C.

From 8 P M to Midnight Weather fair, clouding up during watch. Light showers about 11 O'Clock. Electric lights seen to E. Sighting up about 10 O'Clock. Barometer steady. At 8 O'Clock took in main & Mizzen top mast Stay sails, mainsail and Spanker. Set 11:20 over Ship

Examined and found to be correct.

W B Whittlesey
Lieutenant U.S.M.C.

John Hartford
Lieutenant U.S.M.C. Navigator.

4-205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Plymouth England to Lisbon Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.	11	9															
1	1	0		N N W	S W by S	1		1/2	29.89	68	67	65	69	fair	Cum Strat	4	H
2					Variable	0-1			29.90	68	66	65	69	"	"	2	"
3					E. & E.	0-1			29.90	68	66	65	69	"	"	5	"
4	0	5		W S W		1/2			29.90	68	66	65	69	"	"	2	"
5	1	8		S W 1/2 S	S E by S	2		1/2	29.92	67	66	65	69	fair	"	3	"
6	2	0		S W by S	E & E	2		1	29.95	67	66	65	69	"	"	4	"
7	2	4		S S W	E by S	2		1/2	29.98	68	67	66	69	"	Cum Strat	4	"
8	3	0	24 6	S by E	East	3		1/2	30.01	68	67	66	67	"	"	4	"
9	5	6	29.9	S W 1/2 W	E by S	4		1/2	30.03	69	67	65	67	"	"	5	"
10	5	8	35.7	S 1/2 W	E & E	4		1/2	30.06	70	68	65	69	"	"	5	"
11	5	6	41.5	S by W 1/2 W	"	4		1/2	30.06	70	68	66	69	"	"	6	"
Noon.	5	9	47.4	"	"	4		1/2	30.06	70	68	66	69	"	"	6	"

48.5 Distance by log.

Course and distance made good since preceding noon by observations, S by E 1/4 E 48 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 41 014.08 " N
- Longitude by D. R. 11 054.06 " W
- Latitude by observations of ⊙ 41 017 34 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 11 057.09 " W

Position at 8 A. M.:
- Latitude by D R 41 036.50 " N
- Longitude by Observation ⊙ 11 054.39 " W

Position at 8 P. M.:
- Latitude by D R 40 037.04 " N
- Longitude by Observation ⊙ 12 006.45 " W

Current during the time, 1/6 knots tenths per hour, setting to the E N E

Error of the Compass by Azimuth ⊙ observed at 8 A. M. ship's head S 1/4 E 1 035 W

Deviation of the Compass by Azimuth ⊙ observed at 8 A. M. ship's head S 1/4 E 1 035 E variation used 21 010 W

Error of the Compass by Azimuth ⊙ observed at 3 P. M. ship's head S S W 22 057 W

Deviation of the Compass by Azimuth ⊙ observed at 3 P. M. ship's head S S W 2 057 W variation used 20 000 W

Water expended during the preceding 24 hours, 420 gallons.

Water Distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 460 lbs.

Coal remaining on hand at Noon, 115 " 1589 "

P. M.																	
1	6	0	53.9	S W 1/2 W	E & E	4		1/2	30.05	69	69	67	69	fair	Cum	6	20
2	5	5	58.4	S W	S E by E	4		1/2	30.05	69	69	67	69	"	"	5	"
3	5	5	63.9	S W by S	S E	4		1/2	30.06	69	69	67	69	"	"	4	"
4	5	5	69.8	S S W	S E by E	4		1/2	30.06	69	69	68	69	fair	Cum Strat	2	"
5	4	8	74.6	S W	S E by S	4		1/2	30.06	69	69	68	69	"	"	3	"
6	5	2	79.8	S W by S	S E	4		1/2	30.06	69	69	68	69	fair	"	2	"
7	5	7	85.5	"	"	4		1	30.08	69	69	68	69	fair	"	4	"
8	5	0	90.3	"	"	4		1	30.10	69	69	68	69	fair	"	4	"
9	4	6	94.9	S S W	S E by E	4		1/2	30.12	69	69	68	69	"	"	6	"
10	3	3	98.7	S by W	E & E	4		1/2	30.12	69	69	68	69	"	"	8	"
11	3	6	2.3	S 1/2 W	E by S	4		1/2	30.13	69	69	68	69	"	"	4	"
Mid.	3	0	5.1	"	"	4		1/2	30.13	69	69	68	69	"	"	2	"

under the command of Commander Louis Kempff, U. S. Navy,

Friday October 11th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM

Cloudy to overcast. Calms, light airs from S & W by S and light airs and breezes last hours from E & S E. Generally no steerage way, otherwise by the wind on port tack as near as the ship would head with a W by S swell & the drag of screw. Moonlight. Smooth sea, long, not heavy, old W by S swell. at end of watch under plain sail & topgallant sail except fore topmast stay sail, main sail and spanker.

R. B. Tindale
Ensign U.S.N.

From 4 to 8 AM

Cloudy and pleasant. Light to gentle breeze backing gradually from S E by S to S E by E and steadily freshening. By the wind on port tack under sail as at end of preceding watch till 7.40 when let fore sail, all top mast stay sails flying jib, spanker, and main try sail. Distilling using boiler No. 2 Barometer rising.

L. M. Garrison
Ensign U.S.N.

From 8 AM to Meridian

Clear and pleasant. Moderate breeze from E by S to E S E. Barometer rising then steady. Dry Scrubbed from 9 to 10 Ship working cargo. Steering by the wind on port tack under all sail except main sail. Distilling. At 9.30 Mustered at quarters and afterwards exercised at General Quarters. Sub exercising for time to fire main battery, fired up 19 Cartridges per minute from forward magazine hand 17 from 4th Div one distributed as follows 1st Div, 1 Starboard 1 Port, 2nd Div, 6 Starboard 5 Port, 3rd Div, 6 both sides. Sighted a Sailing Vessel Standing to the S.W.

Jos. R. Jordan
Lieutenant U.S.N.

From Meridian to 4 PM

Fair to cloudy light squall with passing showers last hour. Midnight breeze from S & E. By the wind on port tack under all sail except mainsail. At 1.00 got up boat & set gaff topsail.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 PM

Weather fair except for passing rain squalls during first hour of watch. Moderate to stiff breeze from E by S to S E. Barometer rising at 5.30 exercised at five quarters. At 6.00 took in Mizzen gaff topsail. At 6.30 took in topgallant sails, main and Mizzen topmast stay sails. Dredge swell from North. Lightning in Western horizon. At end of watch

W. B. Whittlesey
Lieutenant U.S.N.

From 8 PM to Midnight

Clear to cloudy. Moderate to stiff breezes from S E by E to E by S. By the wind on port tack. No change in sail. Clouding over from S & E, lightning from passing clouds at times. More like at 11.00. Finished distilling at 9 p.m. Equally to 5 at end of watch.

R. B. Tindale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-95

LOG of the UNITED STATES Ship "Ida" Third Rate,

Working passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
A. M.	8	4															
1	4	0	9.1	S ½ W	E by S	4-5	¼	¼	30.13	69	69	68	70	b c d	Cu Strat	3	10
2	3	6	12.7	S ¾ W	"	4-5	¼	¼	30.12	69	69	68	70	b c	"	4	"
3	3	4	16.1	S by W ¼ W	E by S	4-5	¼	¼	30.12	69	69	68	70	"	Cu Strat	7	"
4	2	7	18.8	S by W ½ W	E by S	4-5	¼	¼	30.12	69	69	68	71	"	"	7	"
5	2	3	21.1	S by W ¾ W	"	4	2	2	30.13	70	69	68	71	"	"	6	"
6	2	1	23.2	S ¾ W	S E	3-4	2	2	30.14	70	69	67	71	"	Cu Strat	5	"
7	2	3	25.6	S W ½ S	S by S	3-4	2	2	30.15	70	69	67	71	"	"	4	"
8	2	8	28.7	"	S S E	4	2	2	30.16	70	69	68	71	"	"	6	"
9	4	0	32.7	E by S	"	4	1½	1½	30.16	70	71	69	71	"	"	5	"
10	5	9	39.0	"	"	4	¾	¾	30.19	72	72	70	70	"	"	7	"
11	5	4	44.6	E by S	South	4	¾	¾	30.19	72	72	70	70	"	"	7	"
Noon.	4	8	49.5	E S E ¾ E	"	4	¾	¾	30.19	72	72	70	70	"	"	7	"

101.4 Distance by log.

Course and distance made good since preceding noon by observations, South 69 knots, tenths.

Position at Noon:	Latitude by D. R.	40° 03' 34" N
	Longitude by D. R.	11° 43' 20" W
	Latitude by observations of ⊙	40° 08' 34" N
	Longitude by chronometer from Forenoon Observations of ⊙	11° 52' 36" W
Position at 8 A. M.	Latitude by D R	40° 00' 10" N
	Longitude by Observation ⊙	12° 16' 00" W
Position at 8 P. M.	Latitude by D R	40° 14' 39" N
	Longitude by Observation ⊙	11° 18' 15" W

Current during the time, ½ knots tenths per hour, setting to the West

Error of the Compass by Azimuth ⊙ observed at 9 AM, ship's head E by N		18° 48' W
Deviation of the Compass by Azimuth ⊙ observed at 9 AM, ship's head E by N		4° 12' E — variation used, 20° 00' W
Error of the Compass by Azimuth ⊙ observed at , ship's head E by S		15° 44' W
Deviation of the Compass by Azimuth ⊙ observed at , ship's head E by S		4° 16' E — variation used 20° 00' W
Water expended during the preceding 24 hours,		500 gallons.
Water Distilled during the preceding 24 hours,		600 "
Water remaining on hand fit for use at Noon,		2500 "
Coal consumed during the preceding 24 hours,		1 tons, 535 lbs.
Coal remaining on hand at Noon,		114 " 1054 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
P. M.																	
1	4	8	54.3	E by S	South	4	½	½	30.18	71	71	70	70	b c	Cu Str	7	m
2	4	4	58.7	E ½ S	"	4	½	½	30.18	71	71	70	70	"	"	7	"
3	3	6	62.4	E by S	"	3	½	½	30.18	71	71	69	70	"	"	7	"
4	3	5	65.9	"	"	3	½	½	30.19	71	71	67	70	"	"	6	"
5	3	1	69.0	E S E ½ E	"	3	¾	¾	30.19	70	70	69	71	"	"	6	f
6	3	5	72.5	E by S	"	3	¾	¾	30.20	70	70	68	71	"	"	5	"
7	2	5	74.8	"	"	3	½	½	30.21	69	69	68	71	b c w	Cu Mist	5	"
8	2	0	76.8	E ½ N	S by E	2	½	½	30.21	69	69	68	71	"	"	2	"
9	2	0	77.6	E N E	S S E	2	½	½	30.20	69	69	68	71	"	"	4	"
10	1	5		N E by E ½ E	S E by S	1-2	½	½	30.19	69	69	68	71	o c w	"	0	"
11	0	8		N E by E	"	1	½	½	30.19	69	69	68	71	"	"	0	"
Mid.	1	1		S W ¾ S	S E	1-2	½	½	30.19	69	69	68	71	b c w	"	0	"

under the command of Commander Louis Kempff, U. S. Navy,

Saturday, October 12th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Fresh Winds & A.M. Cloudy first part with light drizzle. Clear last part. Barometer nearly Steady. By the wind on port tack. Under topsails, jibsail, fit for topmast staysail, main trysail and spanker. Moderate breeze from E by S to E S E.

L. M. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Clear and pleasant. Gentle to moderate breeze from S E by E to S S E. Barometer rising. Ship as requisite. Hove ship by the wind on port tack. Same sail as watch before.

J. W. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Moderate breeze from S E by S. Smooth Sea. By the wind on port tack at first under plain sail to topsails. Kept main sail and main trysail. At 8h 00m ship to Eastward and set topgallant sails and mizzen gaff topsail. By the wind on Starboard tack. Rest of watch. At 9h 0 Course S.E. Smoky Stack. At 10h 00m took in mainstaysail and set mainsail. Course to be made S E by S. At 10h 30m changed to S E by S. By order of the Commanding Officer, Ensign E. Dupont (App. 3d) has been under confinement having upheld and confined W. J. Smith (App. 3d) for 3 days Solitary Confinement on Bread and Water. Officer highly disrespectful in language and deportment to his Superior Officer.

J. T. Luby
Lieut. U.S.N.

From Meridian to 4 P.M. Weather clear and pleasant. Moderate to gentle breeze from South. Barometer Steady. Ship close hauled on Starboard tack.

W. B. W. Hunkey
Lieutenant U.S.N.

From 4 to 8 P.M. Fresh to cloudy. Gentle and light breeze from South. By the wind on Starboard tack. At 5h 00m took in spanker, gaff topsail. Served out to crew clothing and small stores. Smooth Sea, light S E by S.

R. D. Tindale
Ensign U.S.N.

From 8 P.M. to Midnight: Cloudy to overcast light airs to light breeze backing from S. E. to S E. Hauled in patent log at 9 O'Clock reading 77.5. By the wind on Starboard tack. At 10h 30m took ship. Aired up watch making S 10 3/4 E. Course S S E. Steady barometer.

L. M. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Ed" Third Rate,

Making passage from Plymouth England to Lisbon, Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
A. M.	3	½															
1	1	0		SW ½ S	SE by E	1-2		1	30.19	69	69	68	70	fc c	Nim Cum	3	S
2	2	0		SW by S	SE	2		1	30.17	69	69	68	70	"	"	4	"
3		6		SW by W	SE	1		1	30.15	69	69	68	70	"	"	6	"
4		7		SW by W ½ W	SE by E	1		1	30.14	69	69	68	70	"	Cir Cum	7	"
5	1	0		"	"	"		½	30.12	69	69	68	70	fc c	"	8	"
6	1	0		SW by W	"	1		½	30.12	70	69	68	70	"	Cir Strat	7	"
7		5		SW by W ½ W	"	0-1		½	30.14	70	69	68	70	"	"	8	"
8					South	0-1			30.14	71	69	68	71	"	"	7	"
9					East	0			30.14	71	70	69	71	"	"	7	"
10					"	0			30.14	72	70	69	71	"	"	7	"
11					SE	0-1			30.14	73	72	70	71	"	"	7	"
Noon.	1	0		SW	SE	1		½	30.13	73	72	71	71	"	"	7	"

H. ½ Distance by Log.

Course and distance made good since preceding noon by observations, E 3/4 N 22 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 ° 09 ' 33 " N
- Longitude by D. R. 11 ° 21 ' 18 " W
- Latitude by observations of ⊙ 40 ° 11 ' 19 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 11 ° 24 ' 00 " W

Position at 8 A. M.
- Latitude by D R 40 ° 10 ' 21 " N
- Longitude by Observation ⊙ 11 ° 23 ' 15 " W

Position at 8 P. M.
- Latitude by D R 40 ° 07 ' 54 " N
- Longitude by Observation ⊙ 11 ° 17 ' 45 " W

Current during the time, 1/8 knots tenths per hour, setting to the W E ½ E

Error of the Compass by Azimuth ⊙ observed at 9 A M, ship's head N W by N 19 ° 35 ' W

Deviation of the Compass by Azimuth ⊙ observed at 9 A M, ship's head N by W ½ W 1 ° 25 ' W variation used, 20 ° 00 ' W

Error of the Compass by Azimuth ⊙ observed at 5.20 P M, ship's head E S E ½ E 15 ° 03 ' W

Deviation of the Compass by Azimuth ⊙ observed at 5 P. M., ship's head E S E ½ E 3 ° 27 ' E variation used, 19 ° 30 ' W

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 104 " 1052 "

P. M.																	
1	1	5		S by W ½ W	SE by E	1		½	30.10	72	72	71	71	fc c	Cir Strat	5	S
2	2	0		S S W	"	1-2		½	30.09	71	71	70	71	"	"	5	"
3	2	5		"	"	2		3/4	30.08	73	71	69	71	"	"	7	"
4	3	0		S S W ½ W	"	2-3		3/4	30.06	73	71	69	71	"	Cir Cum	7	"
5	3	0		SW ½ W	SE by S	3		1	30.04	71	73	70	71	"	"	3	"
6	4	4	71.5	E by S	South	4		1	30.04	70	70	68	71	"	"	1	"
7	4	2	81.7	E ½ S	"	4		1	30.02	70	70	68	71	fc w	"	4	"
8	3	6	85.5	"	"	4		½	30.04	70	70	68	71	"	"	7	"
9	3	5	88.8	"	"	4		½	30.03	70	70	69	71	"	"	3	"
10	4	0	93.3	E by S	"	4		½	30.02	70	70	69	71	"	"	4	"
11	4	0	98.3	"	"	4		½	30.01	70	70	69	71	"	"	5	"
Mid.	4	5	2.8	"	"	4		½	30.01	70	70	69	71	"	"	5	"

under the command of Commander Louis Kempff, U. S. Navy,

Sunday, October 15th, 1865.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant. Light airs to light breze from S.E. to S.by E. Barometer falling. Smooth Sea. Variably by the wind on port tack under square sail to top gallant sails and spanker.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant. Light airs from S.by E. to calm last half. Smooth Sea. By the wind on port tack under plain sail to top gallant sails. At 7.50 hauled up main sail and took in spanker and commenced to wear ship to E.

J. B. Luby,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather clear and pleasant. Calm, light airs springing up about 11 o'clock from S.E. Barometer steady. At 9 the Commanding Officer inspected Ship's crew at quarters and at 10.15 held divine Service. About 11.15 came by the wind on port tack and set mainsail, spanker and mizzen gaff topsail.

W. W. Whitney,
Lieutenant U.S.N.

From Meridian to 4 P.M. Fair beautiful weather. Light breezes from S.E. by E. By the wind on port tack. No change in sail. At 3 o'clock sighted Steamer bearing about N.W. Standing to S.W. Smooth Sea.

R. D. Tisdale,
Ensign U.S.N.

From 4 to 8 P.M. Cloudy and pleasant. Light to moderate breze from South E. by E. to South. At beginning of watch by the wind on port tack. At 5 o'clock wore ship and took in gaff topsail. Set ours port log at 6 o'clock reading 77.5. Barometer nearly steady.

L. M. Nance,
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Hazy aro. Moderate breze from South. Barometer falling slowly. Steering by the wind on the starboard tack under square sail to top gallant sails. At 9 got in top mast stay sail and spanker.

J. N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Guthrie,
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Essex" Fluid Rate,

Making passage from Plymouth England to Lisbon Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whits.	State of the Sea.
A. M.																	
1	4	8	7.5	E S E	S by W	4 S		1	29.99	70	70	69	71	c c g w	Cu Strat	0	S
2	5	0	13.4	S E ½ E	S by W	5		½	29.99	70	70	69	71	f c w	"	8	"
3	5	½	17.6	S E	S by W	5		½	29.99	70	70	69	71	.	Cirus	8	"
4	5	0	23.½	S E by S	S W	5			29.99	70	69	69	71	"	"	7	"
5	4	6	27.8	S E ½ S		4		½	30.01	71	70	69	71	f c	Cu Cum	1	"
6	4	5	32.3	S E by E	S by W	4		½	30.02	70	70	69	71	"	Cum	3	"
7	4	6	36.9	E S E	South	4		½	30.04	70	69	68	71	"	"	7	"
8	4	6	41.5	W ½ S	S W	4		½	30.06	71	70	69	71	.	.	4	"
9	5	1	47.4	"	S by W	4		1	30.07	71	71	70	71	.	Nim Cum	5	"
10	4	4	51.6	W by N	S S W	4		1	30.06	71	71	70	71	f c p	"	3	"
11	3	6	55.4	"	"	4		1	30.06	71	71	70	71	f c	"	1	"
Noon.	4	3	59.5	"	"	4		1	30.05	71	71	70	71	"	"	4	"

95.9 Distance by log.

Course and distance made good since preceding noon by observations, E S E ½ E 80 knots, tenths.

Position at Noon:
- Latitude by D. R. 39 ° 56 . 18 " N
- Longitude by D. R. 10 ° 36 . 37 " W
- Latitude by observations of ⊙ 40 ° 01 . 07 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 10 ° 33 . 37 " W

Position at 8 A. M.:
- Latitude by D R 39 ° 58 . 54 " N
- Longitude by Observation ⊙ 10 ° 10 . 50 " W

Position at 8 P. M.:
- Latitude by 39 ° 53 . 75 " N
- Longitude by 10 ° 10 . 00 " W

Current during the time, 9 ¼ knots tenths per hour, setting to the N E by E ¾ E

Error of the Compass by Azimuth ⊙ observed at 7 A M, ship's head W ½ S: 21 ° 29 . W

Deviation of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W ½ S: 2 ° 00 . W — variation used, 19 ° 30 . W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' — variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 600 lbs.

Coal remaining on hand at Noon, 114 " 457 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whits.	State of the Sea.
P. M.																	
1	5	0	64.5	W ½ N	S S W	4		1½	30.04	72	71	70	71	f c	Cu Cum	0	S
2	5	6	69.3	S E ½ S	S by W	3		1½	30.03	72	72	70	71	"	"	6	"
3	3	3	70.6	S E	"	3		1	30.03	72	72	70	71	"	"	3	"
4	4	1	74.1	S E ½ S	"	3 4		1	30.03	72	72	70	71	"	"	6	"
5	3	7	78.4	"	"	3 4		1	30.03	71	71	70	71	"	"	6	"
6	3	6	82.0	S E	"	3 4		1	30.02	70	70	69	71	f c w	Cum Strat	5	"
7	3	1	85.1	"	"	3		1	30.03	70	70	69	71	"	"	4	M
8	3	6	88.7	S E ½ S	"	3		1	30.03	70	70	69	71	"	Cum	6	"
9	3	½	91.7	"	"	3		½	30.03	69	70	69	70	"	"	7	"
10	4	0	95.7	"	"	3 4		½	30.03	69	70	69	70	"	"	7	"
11	3	3	99.0	S E by S	S W	3		½	30.05	69	70	69	70	"	"	8	"
Mid.	3	½	½	S E by S	"	3 4		½	30.05	69	70	69	70	"	"	8	"
	4	0															

under the command of Commander Lodis T Kingsbury, U. S. Navy,

Monday October 14th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commencing 2nd Watch 4 A.M.

Overcast at first clear to fair rest of watch. Moderate to fresh breeze from S by W at first hauling to S.W. last hour. By the wind on Starboard tack under plain sail to topgallant sails. Course to be made S.S.E.

J. T. Lyby
2d Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear clouding up during watch. Moderate breeze from S.S.W to South. Barometer rising. At 7.20 wore ship.

W.B. Whittlesey
Midn 2d Lieutenant U.S.N.

From 8 A.M to Meridian. Cloudy, raising rain shower 3rd hour. Moderate S.S.W by breeze. By the wind port tack. At 9.30 had quarters for muster and inspection, and exercised crew at shortening, furling and making sail. At 10.30 sent down fore topgallant yard for Sights to spare. End of watch under plain sail to topgallant sails except fore topgallant sail. Moderate sea. Clearing to W.N.W. low flying clouds from S.W.

R.S. Jordale
Ens'd U.S.N.

From Meridian to 4 P.M. Clear and pleasant. Fresh to gentle breeze from S.W by S. Steady barometer. At beginning of watch by the wind on port tack. At 11.20 wore ship. Cleared fore topgallant yard & set topgallant sail. Course E by S. Instructed Starboard watch Apprentices in Gunnery.

L. McNamee
Midsn U.S.N.

From 4 to 8 P.M. Clear and pleasant. Gentle to moderate breeze from S.W by S. Barometer falling very Steady. Steering by the wind on Starboard tack. Same sail as in preceding watch. Exercised Apprentices in setting up rigging.

J.W. Jordale
2d Lieutenant U.S.N.

From 8 P.M to Midnight. Clear, bright Starlight, heavy dew. Gentle to moderate breeze from S.W by S and S.S.W. By the wind on Starboard tack under plain sail to top gallant sails. Course to be made S by E.

J. T. Lyby
2d Lieutenant U.S.N.

Examined and found to be correct.

John A. Hubbard
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship "Ceres" Third Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea.
A. M.	2	9															
1	2	5	2. 4	S E by S	S W	3-4		1/2	30.06	70	70	69	70	b c u o	Cum	7	8
2	3	5	8. 6	N W b N	"	3-4		1/2	30.06	70	70	69	70	"	"	7	"
3	3	8	12. 4	N W by W 1/2 W	"	4		1/2	30.05	69	70	69	70	b c p u	Cum Cirr	7	"
4	4	3	16. 7	N W by W	"	4		1/2	30.05	69	70	69	70	b c u	"	7	"
5	3	7	20. 4	N W by W 1/2 W	"	3-4		1 1/2	30.05	69	70	69	70	b c	Cum	8	"
6	3	5	23. 9	"	"	3-4		1 1/2	30.05	70	70	69	70	"	"	8	"
7	4	3	27. 2	W N W 1/2 W	S W by S	4		1	30.06	70	70	69	70	"	"	8	"
8	3	6	30. 8	W by N	"	3-4		1 1/2	30.07	71	70	69	71	"	"	8	"
9	3	9	33. 4	E S E	S by W	4		1 1/2	30.07	71	71	69	71	"	Cirr	4	"
10	4	1	41. 2	E S E 1/2 E	Calm	0		1	30.07	71	71	69	71	"	Cirr Cumulus	4	M
11	3	5	44. 5	W by S	"	4		1	30.07	71	71	69	71	"	"	2	"
Noon.	4	7	51. 2	W by S	S by W	4-5		1	30.06	71	71	69	71	b c u	"	2	"

9 H. 4 Distance by log.

Course and distance made good since preceding noon by observations, E S E 1/4 E 13 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 39 ° 51 ' 07 " N
- Longitude by D. R. 10 ° 22 ' 00 " W
- Latitude by observations of ⊙ 39 ° 46 ' 34 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 10 ° 16 ' 57 " W

Position at 8 A. M.
- Latitude by D R 39 ° 57 ' 49 " N
- Longitude by Observation ⊙ 10 ° 23 ' 57 " W

Position at 8 P. M.
- Latitude by D R 39 ° 57 ' 22 " N
- Longitude by Observation ⊙ 10 ° 41 ' 45 " W

Current during the time, 1/3 knots tenths per hour, setting to the N E

Error of the Compass by Azimuth ⊙ observed at A. M. ship's head E S E 16 ° 13 ' W

Deviation of the Compass by Azimuth ⊙ observed at A. M. ship's head E S E 3 ° 17 ' E variation used, 19 ° 30 ' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 420 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, tons, 450 lbs.

Coal remaining on hand at Noon, 114 " 2 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea.
P. M.																	
1	4	0	55. 4	W by S	South	5		1	30.05	70	71	69	71	b c p	Cirr Cum	1	111
2	3	4	59. 8	W est	S by W	3-4		1	30.04	68	69	67	70	c e p t	Cirr	0	"
3	2	0	59. 2	W N W 1/2 W	S S W	4		1	30.04	67	68	67	70	"	"	0	"
4	2	0	60. 5	W by N	"	3-4		1	30.00	67	68	67	70	b c p t	Cum Nim	1	"
5	1	5	60. 7	W by S	South	2-4		2	30.03	67	68	67	70	"	"	1	"
6	1	0		W b S	S by E	1-3		2	30.04	67	68	67	70	"	"	1	"
7	2	0		W by N	S S W	4		2	30.06	70	69	68	70	"	"	2	"
8	2	0		W by S	"	4		2	30.06	70	70	69	70	"	"	4	"
9	2	0		W N W 1/2 W	"	4		1	30.06	70	70	69	70	b c u	"	3	2
10	2	0		W by N	"	3		1	30.05	70	70	69	70	"	"	4	"
11	1	3		W N W 1/2 W	"	2		1	30.05	70	70	69	70	"	"	4	"
Mid.	1	8		W N W	S W by S	2		1	30.05	70	70	69	70	"	"	7	"
	41	5															

4-26

under the command of Commander Louis Kingsley, U. S. Navy,

Tuesday, October 15th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A M

Weather clear, Cloudy & Squally with passing showers about 2 O Clock. Gentle to Moderate breze from S.W. Barometer Steady. at 12.15 wore Ship. At end of watch ended plain sail to topgallant sails, close hauled on port tack.

W B Whittlesey
Lieutenant U S N.

From 4 to 8 A M

Clear and pleasant. Moderate & Variable breze. By the wind port tack. No change in sail. At 7 sighted a bargue standing about S.W. Standing to E. and which went about at 8 O Clock Broken on the lee beam. Moderate Sea

R. D. Tisdale
Ensign U.S.N.

From 8 A M to Meridian

Cloudy, moderate breze from South to Sby W. By the wind on port tack. Wore Ship at 8.35 and again at 10.45 taking in and furling mainsail & Setting main topsail. Commenced distilling at 11 O Clock using boiler B. Exercised apprentices at divisional drill Confined by order of Commanding Officer, C. Wheelhouse (Appr 3 cl) three days Solitary Confinement on Bread and water for smuggling food to a Read and water prisoner. The same punishment for the same offence was assigned to Peterson O. M. & Whiting R.C. (Appr 3 cl), Barnett, Healy & Grady. Released from Confinement by order of Commanding Officer, Smith W. J. (Appr 3 cl) by reason of expiration of Sentence.

L. McNamara
Ensign U.S.N.

From Meridian to 4 P M

Cloudy, passing rain squalls, Thunder and lightning. Gentle to Stiff breze with heavy squalls from South to S.S.W. Steering by the wind on port tack under topsails, foresail, topgallantsails, set fore topmast Staysail, main trysail and spanker. At 12 15 took in topgallant sails, spanker & main trysail at 1 30 took two lifts in topsails single laf in foresail and hauled down jib. At 2 45 shook out reefs and set spanker. Bent fore chains & Coated smoke pipe Started distilling at 3 45

J. M. Jordan
Lieutenant U.S.N.

From 4 to 8 P M

Cloudy with thunder & lightning all around the horizon. Heavy rain showers first half. Light airs to moderate breze from South to Sby E at 8 P.M. By the wind on port tack under fore topmast Staysail, foresail topsail main topsail and spanker at first. At 5 45 single reefed the topsails.

J. T. Luby
Lieutenant U.S.N.

From 8 P M to Midnight

Weather fair, cloud banks passing over at intervals. Moderate to light breze from S.W. to S.W by S. Barometer Steady. Course from west at 9.30 took in spanker. Lightning about horizon.

W B Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N.
Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	7	5															
1	1	5		NW by W 1/2 W	SW by S	2-3		1	30.07	69	70	68	71	fcl	Cirro Cumu	5	M
2	1	0		"	"	2		1	30.08	69	70	68	71	"	"	3	"
3	1	0		"	"	2		1	30.08	69	70	68	71	"	"	6	"
4	0	5		WNW	"	1-2		1	30.08	69	69	68	71	"	"	7	"
5	1	0		WNW 1/2 W	"	2		3	30.09	70	69	68	71	fcc	Cumu	7	"
6	1	0		"	"	2		3	30.10	70	69	68	71	fc	Cumu	6	"
7	1	0		"	"	2		3	30.11	71	70	69	71	"	Cirro Cumu	6	"
8	1	0		West	SSW	2		3	30.12	70	70	69	71	"	"	7	"
9	3	0		SE 1/2 E	"	2		1 1/2	30.14	72	72	70	71	"	Cirro Cumu	7	M
10	2	3	60.8	"	"	2		1 1/2	30.17	72	72	70	71	"	"	7	"
11	1	9	62.6	SE by E	"	2		1	30.17	72	73	71	71	"	"	7	"
Noon.	2	7	65.3	East	SbyE	2		1	30.17	72	72	70	71	"	"	6	"

42.4 Distance by log.

Course and distance made good since preceding noon by observations, NW by W 1/2 W 28 knots, tenths.

Position at Noon:
- Latitude by D. R. 40 03 . 10 " N
- Longitude by D. R. 10 49 . 25 " W
- Latitude by observations of ☉ 40 10 . 11 " N
- Longitude by chronometer from Forenoon Observations of ☉ 10 49 . 42 " W

Position at 8 A. M.
- Latitude by D R 40 02 . 16 " N
- Longitude by A. M. Observation ☉ 11 05 . 30 " W

Position at 8 P. M.
- Latitude by D R. 40 14 . 17 " N
- Longitude by P M Observation ☉ 10 36 . 30 " W

Current during the time, 7 24 knots tenths per hour, setting to the South

Error of the Compass by Azimuth ☉ observed at 8 30 m, ship's head SE 1/2 E 13 46 . W

Deviation of the Compass by Azimuth ☉ observed at 8 30 m, ship's head SE 1/2 E 1 14 . E variation used, 26 00 . W

Error of the Compass by Azimuth ☉ observed at 4 PM, ship's head East 13 46 . W

Deviation of the Compass by Azimuth ☉ observed at 4 PM, ship's head East 5 44 . E variation used, 9 30 W

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 1100 "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 1 tons, 610 lbs.

Coal remaining on hand at Noon, 112 " 1632 "

P. M.																	
1	3	6	68.7	E 1/2 N	SE	3		1/2	30.16	71	72	70	71	fc	Cirro Cumu	5	M
2	4	3	73.0	E 1/2 S	SbyE	3-4		1/2	30.16	71	72	70	71	"	"	7	"
3	4	0	77.0	East	"	4		1/2	30.15	70	71	70	71	"	"	6	"
4	4	7	81.7	"	"	4		1/2	30.15	70	71	70	71	"	Cumu Strat	3	"
5	2	5	84.2	"	SE	3		1/2	30.17	70	71	70	71	"	"	1	"
6	1	0	85.8	SW by W 1/2 W	SbyE	3		1/2	30.17	70	71	70	71	fcm	"	1	"
7	2	0	87.8	WbyS	South	3		1/2	30.18	70	71	70	71	ocw	"	0	"
8	4	3	91.5	West	SbyW	4		1/2	30.19	70	71	70	71	ocp	Cumu	0	M
9	3	8	95.3	WbyS	South	4		1	30.19	70	71	70	71	"	"	0	"
10	4	1	99.4	WSW 1/2 W	SbyE	4		1	30.17	70	71	70	71	fcw	"	2	"
11	4	8	4.2	SWby W	SSE	4-5		1	30.16	70	71	70	71	"	"	3	"
Mid.	3	9	8.1	"	"	4		1	30.15	70	71	70	71	"	"	4	"
	43	1															

4—20

under the command of Commander Louis Kempff, U. S. Navy,

Wednesday, October 16th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M. Clear and cloudy at intervals. Clouds from S.W. attended with lightning. By the wind on port tack under fore & top mast staysail main topsail single reefed topsails foresail & Distilling. Moderate sea & swell.

R. D. Tisdale
1st Ensign U.S.N.

From 4 to 8 A. M. Clear and pleasant light breze from S.W. by S. to S.S.W. Barometer rising. By the wind on port tack under sail as in previous watch. At 7.30 Shook reef out of topsails & set top gallant sails & jib and spanker. At 7.50 Hove Ship. Distilling Evaporators. Moderate sea.

L. McNowee
Ensign U.S.N.

From 8 A. M. to Meridian. Clear and pleasant. Light breze from S.S.W. to S.E. Steering by the wind on Starboard tack under plain sail & top gallant sails at 9.00 set main and mizzen top mast stay sails. At 9.45 set royals flying jib and spanker gaff topsail. Barometer rising. Moderate steady long swell from S.W. Exercised Armouring Officer confined G. A. Tisdale (Apl. 3rd C.) for three days on double rations for refusing to answer questions at instruction drill.

J. W. Jordan
Jr. Lieutenant U.S.N.

From Meridian to 4 P. M. Fair to cloudy & pleasant. Gentle to moderate breze from S.S.E. & S by E. By the wind on Starboard tack under all sail except mainsail. Apprentices engaged sewing & mending their clothes & bedding.

J. B. Luby
2d Lieutenant U.S.N.

From 4 to 8 P. M. Weather cloudy passing showers & drizzling rain last hours of watch. Gentle to moderate breze from S.S.E. to S.S.W. Barometer rising. At 5.30 Hove Ship. At 5.35 reefed at shaking topsails leaving Ship at 5.50 by the wind on port tack under all sail to top gallant sails & kept the mainsail & Distilling.

W. B. Whittlesey
2d Lieutenant U.S.N.

From 8 P. M. to Midnight. Cloudy and damp. Moderate breze from South to S.S.E. and squally towards latter part of watch. At 8.00 sighted a Steamer white light leading & boat A. ahead the vessel was ordered Standing to N.W. at 8.10 took in Main & Mizzen top mast Staysails. Moderate sea and Skyboard.

R. D. Tisdale
1st Ensign U.S.N.

Examined and found to be correct.

John Hutton
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ships Crew This Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in tenths.	State of the Sea.
A. M.	3	1															
1	4	0	11.1	SWby W ½ W	SSE	4		½	30.14	69	71	70	71	fc & co	Cum Strat	6	M
2	3	1	15.4	SWby W ½ W	"	3		½	30.13	70	71	70	71	"	"	5	"
3	2	4	17.6	"	"	2-3		½	30.11	70	70	69	71	"	"	5	"
4	3	7	21.3	SW ½ S	SE by S	3-4		½	30.09	70	70	69	71	"	"	6	"
5	6	7	25.0	SW by W	"	3-4		½	30.10	70	70	69	71	fc & cwl	"	8	M
6	3	0	28.0	SW by W	"	3		½	30.11	71	70	69	71	"	"	6	"
7	3	7	31.4	SW by W	SE	3-4		1	30.10	71	70	69	71	fc	"	4	"
8	3	0	34.4	SW ½ W	SE by S	3		1	30.10	71	70	69	71	"	"	5	"
9	3	0	36.3	SW by W	SSE	4		1	30.09	70	70	69	71	"	Nimbus Cum	1	M
10	4	0	39.5	SW by W ½ W	SE by E	3-5		1	30.07	70	70	69	71	o c fc	"	0	"
11	3	8	42.9	"	"	3-5		1	30.07	70	70	69	71	"	"	0	"
Noon.	3	5	46.4	SW by S	SE	3-4		1	30.05	69	69	68	71	"	"	0	"

8 A. M. Distance by log.

Course and distance made good since preceding noon by observations, SW ½ S 47 knots, tenths.

Position at Noon:
- Latitude by D. R. 39° 33' 47" N
- Longitude by D. R. 11° 25' 45" W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ 11° 30' 57" W

Position at 8 A. M.:
- Latitude by D R 39° 44' 00" N
- Longitude by Observation ⊙ 11° 18' 47" W

Position at 8 P. M.:
- Latitude by D R 39° 20' 30" N
- Longitude by P M. Observation ⊙ 11° 10' 18" W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at 9 a M, ship's head SWby W 3° 52' W

Deviation of the Compass by Azimuth ⊙ observed at 9 a M, ship's head SWby W 3° 22' W variation used, 9° 30' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 420 gallons.

Water Distilled during the preceding 24 hours, 1400 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 460 lbs.

Coal remaining on hand at Noon, 111 " 1172 "

P. M.																	
1	0	0	46.4	Working Ship	Variable	1-2			30.10	69	69	67	71	fc & co	Cirrus Strat	6	M
2	5	6	52.0	SE	NE	5			30.05	68	69	67	71	fc & p	"	2	"
3	7	5	59.5	SE ½ S	ENE	5-6		½	30.01	69	69	67	71	"	"	2	"
4	6	3	65.8	SSE ½ E	E by N	6		1	29.96	71	69	67	71	fc & pq	"	8	"
5	3	8	69.6	South	E. S	5-7		3	29.92	71	69	67	71	fc & q w	Cirrus Strat	3	"
6	2	5	"	"	S E	5-7		4	29.86	71	70	67	71	fc & w	Cirrus Strat	3	"
7	1	5	"	SWby S	"	5-8		5	29.88	72	72	69	71	fc & w	"	3	M
8	1	5	"	SW	SE by S	5-8		5	29.88	72	72	70	71	"	Cirrus	3	"
9	1	5	"	"	"	5-6		5	29.87	72	72	70	71	fc & w	Cirrus	7	"
10	1	5	"	WSW	South	5-5		5	29.87	72	72	71	71	"	Cirrus	8	"
11		5	"	"	SW	4		5	29.87	72	72	71	71	"	"	8	"
Mid.	1	0	"	SE by E	"	3-4		5	29.87	72	72	71	71	"	"	7	"
	37	4															

under the command of Commander Louis A Kiggs, U. S. Navy,

Thursday October 1st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M. Generally clear and pleasant with heavy dew. Moderate to light breze from S.S.E. Backing near end of watch to S.E. by S. By the wind on port tack & under top sails, top gallant sails, Jib, fore topmast Staysail, forsail, main try sail & Spanker. Barometer falling. Lightning to N.W.

L. M. Nance
Ens'n Ensign U.S.N.

From 4 to 8 A.M. Fair and pleasant lightning to W.d. Gentle to moderate breze from S.E. by S. to S. by E. Barometer Steady. Log stood from S.W. Steering by the wind on port tack & under same sail as last watch.

J. N. Jordan.
M.J. Lieutenant U.S.N.

From 8 A.M. to Meridian Cloudy to overcast with light squalls & passing rain showers. Gentle breze increasing to fresh breze in the squalls, from S. by E. By the wind on port tack & under Main sail & to top gallant sails (except mainsail & main try sail until 10.10 when took in & furled top gallant sails. Set top gallant sails at 10.50. At 10.40 mustered and inspected at quarters. Log stopped. Distilling tanks being full.

J. L. Luby,
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy with passing rain squalls. Light variable airs increasing to fresh breze from S.E. to E. by S. Barometer falling rapidly at 1 O'Clock came to a Course and made all sail to royals, except mainsail and Spanker. Exchanged the following signals with Eng'sh Steamer International Sig'l. G. D. J. V. B. P. C. B.P.C. answered by Steamer with B. K. F. W. Mds. International signal K. C. J. V. at 2.50 took in royals at 3.30 took in top gallant sails. At 3.45 took in Main and mizzen top mast stay sails. Set Spanker. Ship by the wind on port tack.

W. P. Whiteley
M.B. Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy. Stiff breze from E. by S. gradually freshening into a moderate gale and in squalls from S.E. by E. By the wind port tack. At 4.45 furled top gallant sails took one reef in top sails. At 5.15 took another reef in top sails and at 6.45 took in fore top sail, keeping close reefed it and the forsail. Fore topmast Staysail. Set main try sail & Spanker. Heaving to under close reefed maintopsail fore storm Staysail mizzen storm staysail & storm mizzen. Strips, gaskets & laces on the main rigged in whale boat. Set falling tackles on launches. Moderate to rough sea from S.E.

R. S. Goodale
Ens'n Ensign U.S.N.

From 8 P.M. to Midnight Cloudy to clear & pleasant Wind gradually moderating from stiff to gentle breze & veering from S.E. to S.W. At 10.30 come up Set fore topmast staysail. hauled down fore and mizzen storm staysail & storm mizzen. Set spanker and fore sail & shook out one reef of topsail at 11.30 Set main try sail. Took off gaskets, laces & Relashed topsail. Barometer Steady.

Examined and found to be correct.

L. M. Nance
Ens'n Ensign U.S.N.

Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Essex" Thus Rate,

Making passage from Plymouth England to Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths	State of the Sea
A. M.	5	4															
1	2	0	74	S E	S W by S	4		1	29.87	71	71	70	71	fc w	Cum	5	M
2	3	0	73.6	S E by S	S W	4		2	29.88	70	70	69	71	"	"	6	"
3	3	7	77.3	"	"	4		1	29.88	70	70	68	71	"	"	6	"
4	4	0	81.6	"	"	4		1	29.88	70	70	68	71	"	"	6	"
5	4	2	85.8	"	"	4		1	29.90	70	70	68	71	"	"	8	"
6	5	2	91.2	S E	S W by S	4		1/2	29.91	70	70	68	71	fc	"	5	"
7	6	8	98.0	S E by E	S W by S	4.5		1/2	29.93	72	70	67	71	"	"	5	"
8	7	1	5.1	S E by E	S S W	4.5		1/2	29.95	73	70	68	72	"	"	5	"
9	7	1	12.2	S E by E	"	5		1/2	29.97	73	70	68	71	"	Cirus	6	"
10	6	9	19.1	"	"	4.5		1/2	29.98	73	70	68	71	"	"	7	"
11	7	4	26.5	"	"	4.5		1/2	29.99	73	73	70	71	"	"	7	"
Noon.	6	2	32.7	E S E	S by W	4		1/2	29.99	73	73	70	71	"	"	7	"

Course and distance made good since preceding noon by observations, E S E 1/4 E 81 knots, tenths.

Position at Noon:
- Latitude by D. R. 39° 00' 18" N
- Longitude by D. R. 9° 57' 41" W
- Latitude by observations of ⊙ 39° 06' 12" N
- Longitude by chronometer from Forenoon Observations of ⊙ 9° 58' 41" W

Position at 8 A. M.
- Latitude by D R 39° 08' 30" N
- Longitude by Observation ⊙ 10° 28' 08" W

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at Noon, 25500 "

Coal consumed during the preceding 24 hours, 1 tons, 1180 lbs.

Coal remaining on hand at Noon, 109 " 2252 "

P. M.																	
1	4	1	36.8	S E by E	S S W	4		1/2	29.99	73	73	70	71	fc	Cu-Cum	8	M
2	6	2	43.0	S by E	"	4			29.99	73	74	71	71	"	"	8	"
3	7	5	50.5	"	"	4			29.99	72	74	71	71	"	"	7	"
4	5	2	56.2	S W by S	South	3			30.00	72	74	71	71	"	"	6	"
5	2	9	59.1	South	"	2			30.02	72	74	71	71	"	"	8	"
6	0	9	60.0	Various Courses	"	2			30.03	72	74	71	71	fc w	"	8	"
7				"	"	2			30.04	72	72	70	71	"	"	9	"
8				"	"	1-2			30.04	72	72	70		fc p	Cum-Strat	5	"
9				S E	Calm	0			30.04	72	71	70		"	"	5	"
10				W by N	South	0-1			30.05	70	70	69		fc w	"	6	"
11				N W by W		0-1			30.05	70	70	69		"	"	5	"
Mid.						0-1			30.05	68	69	68		"	"	4	"

under the command of Commander Louis Kempff, U. S. Navy,

Friday October 18th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Moderate breeze from S.W. by S. to S.W. Barometer steady. Moderate sea. Steering by the wind on starboard tack under double reefed topsails, foresail, fore & main staysail, main topsail & spanker. At 1.30 AM took in fore and aft topsails. At 1.45 Set topgallant sails. At 2 AM end of watch. Steering a course S.E. by S. At 4 Oclock lighted fires under Boilers B. C. & D.

J. W. Jordan,
Acting Lieutenant U.S.N.

4 AM to 8 A.M.

Clear to fair. Moderate to fresh breeze from S.W. hauling to S.S.W. last hour. Smooth Sea. On course S.E. by S. First hour by the wind on starboard tack. Rest of watch. Under steam sail to topgallant sails, except fore & Main Sail & main topsail unfurled at 5.30 when set staysails, royals, fore & flying jib & mizzen gaff topsail. At 7.10 took in royals & flying jib. Unbent sail and set Heavy Storm mizzen & fore Storm staysail.

J. C. Luby,
Acting Lieutenant U.S.N.

8 AM to Meridian

Weather clear and pleasant. Moderate to fresh breeze from S.W. by W. Barometer steady. Shifted main royal setting it at 9.30. Mustered crew at quarters and exercised division as follows, Division Gunnery Drill, 2nd Division fired No. 3rd Division Single Shotted, and powder division Signals. By order of Commanding Officer, Ensign Maxwell to Apps class was relieved his term of enlistment having expired. O.M. Peterson Apps class was placed in Solitary Confinement for 3 days on bread and water for smuggling food to prisoner. Sighted Vessel in sight & passed on Each bow. Set sundries of the Watch and Hove Storm sails which below and lighted ahead at hook & veering. Turned up watch below.

W. B. W. Quarles,
Midshipman U.S.N.
Acting Lieutenant U.S.N.

Meridian to 4 P.M.

Clear and pleasant. Midnight and quite Breeze from S.W. by S. Hove to with main topsail then for topsail to mast and coupled up the propeller. Hillegas engaged at 12.00 and exercised on Engines. At 12.30 called all hands to Quarters and fouled sail. At 1 Put Ship on Course S. by E. 1 pt log reading 56 and changed to S. by E. 1/2 E. per sail. At 2.10 Put log 5.25 by order of Commanding Officer. Log 5.50 Nos. Light House about 2 points on Port bow at 2 Oclock and as soon as it was S.E. by E. 1/2 E. Point Head S. by E. 1/2 E. distant about 3 miles. Set down Upper sail and royal yards. Mutiny Light Starboard the Main & Mizzen topmast staysails. Took off Heaving gear Serveed Ropes in sight during watch. Exchanged Colours with Portuguese Steam transfers Cadiz Bound South from S.W. Latter part of watch. Coverage Steam pressure 50 lbs. Coverage revolutions 45.

R. D. Tisdale,
Ensign U.S.N.

4 to 8 P.M.

Generally clear & pleasant. Cloudy and light breeze near end of watch. Under Steam alone. At 4.18 changed Course to South at 4.45 it to S.S.E. At 6.00 hauled in patent log reading 76. Standing up Tagus River for anchorage. Navigator & Commanding Officer Conning the Ship. Ship sounding heavily, to ground swell. Set sounding tackles on Commanders Coverage Steam pressure 50 lbs. Revolutions 45.

J. M. Maynard,
Midshipman U.S.N.
Ensign U.S.N.

8 P.M. to Midnight

Fine and pleasant passing Cape Espichel and light. Steering as Barometer steady. Standing into Entrance of Tagus River under Steam alone. Commanding Officer Conning the Ship. At 8.20 came to in 6 fathoms of water with Starboard anchor veering to 15 fathoms on Starboard chain. Bottom Mud. Bearings at anchorage: Fort St. Julian and Belim Castle in range N. by E. 1/2 E. Bugio N. 1/2 W. 1/2 W. (pc.) Ships head N.W. Veering to Eb at 9.30 stopping to flood. Backed first. At 12.00 Eb. Current 2 knots. Coverage Steam pressure 50 lbs. Coverage Revolutions 45.

Examined and found to be correct.

J. W. Jordan,
Acting Lieutenant U.S.N.

John Hutton,
Acting Lieutenant U.S.N.
Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Moored in Tagus River off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated of the Sea.
A. M.																	
1	2	0	Flood	S W	Calm	0			30.05	68	69	68		b c w m	Cum	3	
2	1	8	"	S W by W	"	0			30.02	68	69	68		"	"	6	
3	1	1	"	"	S S W	1			30.02	68	69	68		"	"	4	
4			"	W S W	"	1-3			30.04	68	69	68		b c a	"	5	
5	3		Ebb	S E by E	"	1			30.04	69	69	68		b c w	"	5	
6	2	2	"	E S E	"	0-1			30.06	69	69	68		"	Cum	5	
7						0-1			30.08	69	69	68		b c m	"	4	
8					N E	0-1			30.10	70	69	68		f e f	Cum	3	
9				E S E		0-1			30.09	70	71	70		"	"	6	
10				W by N	Variable	0-1			30.09	72	72	70		b c m	Cirro Cumul	4	
11				"	East	2			30.09	72	73	72		b c	"	3	
Noon.				"	"	2			30.09	72	73	72		"	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 5 tons, 1000 lbs.

Coal remaining on hand at Noon, 104 " 1032 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated of the Sea.
P. M.																	
1	2	2	Flood	W by N	S W	0-1			30.09	75	75	73		b c	Cumu	5	
2	1	8	"	"	West	1			30.08	75	76	73		"	"	5	
3	1	4	"	"	"	1			30.07	75	74	71		"	"	4	
4	1	0	Ebb		W S W	2			30.07	73	73	71		"	"	5	
5			"	East	West	2			30.07	72	72	70		"	"	5	
6	3	4	"	"	"	1-2			30.05	72	72	70		p c	"	2	
7	3	4	"	"	"	1-2			30.07	72	72	70		b c w	"	2	
8	3	0	"	E by S	"	1-2			30.07	72	71	69		"	"	2	
9	1	0	"	"	W N W	0-1			30.06	71	70	68		"	"	2	
10	—	—	Slack & Flood	"	"	0-1			30.06	69	69	67		"	"	6	
11	1	3	"	"	S E	0-1			30.05	69	69	67		"	"	7	
Mid.	—	—	"	"	E N E	0-1			30.05	68	68	66		"	"	4	

under the command of Commander Louis S. Kiggs Key, U. S. Navy,

Saturday, October 7th, 18[illegible].

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Variable & A.M.

Partly cloudy & hazy heavy dews, light showers of rain last hour. Calm first half light airs to gentle breze from S.S.W. to W.S.W. last half. Riding to flood tide. Hauled off at 4.30.

J. L. Luby
1st Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and hazy. Light variable airs to calms. Employed swinging to Ebb at 4.30 Riding to flood remainder of time at anchor. Maximum Strength of tidal current 3 knots. Barometer being Keyed out exact both Ports off Cabo Espichel & made Ships variation for past Hour as at 6.30 got underway & stood up Tagus River & Hauled up Ships 13.11 forward, 16.6 aft. Sighted U.S.P.S. San Francisco and made number then "Interrogatory moon ship" to which the Flag Ship answered "Yes". Boards Officers came aboard & granted pratique. At end of watch mooring for an anchorage. Steam pinnace 55 Ms Revolutions 54.

L. M. McKeever
Master U.S.N.

From 8 A.M. to Meridian

Fair and pleasant. Calm and light airs to light breze from E. Ebb East Dymock steady. Standing up the Tagus River Commanding Officer coming the Ship. At 8.0 Came to with both Anchors, Starboard anchor up Steam pinnace Underway to Seaward, pinnace on mooring Swivel with 60 fathoms in former, 90 fathoms on latter. Allowed fires to die out. Commanding Officer visited the U.S. Flagship "San Francisco" Bearing at anchorage Cannelleiras Point S.E. by E. Royal Observatory N.N.E. 1/4 E. Portinlaat Tower N.W. by E. 1/2 E. Cape Roca Head W. by N. Received Official visits from Officers from the Brazilian Steamer "Santos" 34 guns and Portuguese Flag Ship "Don Fernando". At 11.0 Half masted Ensign in Commemoration of death of Don Louis father of the reigning King of Portugal. At 11.00 the U.S. Flagship "San Francisco" Steamed out of the harbor by order of Commanding Officer cleared from Quarantine and returned to duty. G.C. Strong Actg 3d Class Expiration of Watch at 7.30 Swinging to flood at 11.45 Strength of flood Current 2.5 knots. Blacked Ship outside

J. W. Jordan
2nd Lieutenant U.S.N.

From Meridian to 4 P.M.

Fair and pleasant. Calm to light breze from S.W. hauling to W.S.W. at end. Riding to flood tide until 3.45 when Commenced Swinging to Ebb. Employed cleaning Ship. Officers from the Portuguese Flag Ship Came aboard to thank the Captain on the part of the Port Admiral for half masting the Colors in honor of the memory of the late King Louis of Portugal. Sent an Officer to return thanks to the Portuguese Admiral Flag Ship "Don Fernando" and the Captains of the Brazilian Man of War Steamer "Santos".

J. L. Luby
1st Lieut. U.S.N.

From 4 to 8 P.M.

Fair & pleasant. Light airs to light breze from W. Ebb Steady. Riding to Ebb. Strength of current 3.4 knots. Unshackled Starboard chain from bow. Chain 4 shot at shot anchors.

J. W. Jordan
2nd Lieutenant U.S.N.

From 8 P.M. to Midnight

Clear to fair. Generally calm, light airs from N. & W. at first. Then from S. E. to N. & E. Ebbing to Ebb until 9.0. Straightened out to flood by 10. Flood tide rest of watch.

J. L. Luby
1st Lieutenant U.S.N.

John Shuckford
2nd Lieutenant U.S.N. Navigator.

Examined and found to be correct.

4-26

LOG of the UNITED STATES Ship "Ewd" Third Rate,

Moored in Lagus Road off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1	2	6	Flood	Why N	E N E	0-1			30.04	68	68	66		be w	Cum	6	
2	2	0	"	"	N N E	1			30.03	67	67	66		"	"	6	
3	1	4	"	"	"	1			30.02	67	67	66		"	"	6	
4	0			"	"	0-1			30.01	66	67	65		"	"	4	
5			to Ebb	E by S	"	0-1			30.01	68	67	65		"	"	5	
6	3	0	Ebb	East	Calm	0			30.01	69	67	65		"	Strat	5	
7	3	2	"	"	"	0			30.02	69	67	66		"	"	5	
8	2	2	"	"	"	0			30.04	73	69	70		"	"	5	
9			"	E by S	"	0			30.06	75	80	76		"	"	4	
10			"	E by E	"	0			30.06	74	83	77		"	"	6	
11			Stopping	W N W	"	0			30.05	73	78	75		"	"	5	
Noon.	1	2	Flood	Why N	West	1			30.04	73	75	72		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1390 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 104 " 392 "

P. M.																	
1	2	6		Why N	Why N	2			30.02	72	74	70		be	Cum Strat	6	
2	2	4		"	"	2			30.01	72	74	70		"	"	6	
3	1	6		"	"	1			30.01	72	73	70		"	"	5	
4	1	1		"	"	1			30.00	72	73	70		"	"	4	
5	2	0	to Ebb	E by S	"	2			30.00	72	73	70		"	"	5	
6	3	4	"	East	"	1			30.01	70	71	70		"	"	5	
7	3	0	"	"	"	1			30.01	70	71	69		be w	Cum	7	
8	2	4	"	"	"	0-1			30.01	71	70	68		"	"	8	
9	1	8	"	"	"	0-1			30.02	70	70	68		"	"	8	
10	0	6	"	E by S	"	0-1			30.03	69	69	69		"	"	7	
11	0	0	Flood	Stopping	"	0-1			30.01	68	67	67		"	"	7	
Mid.	1	6	"	Why N	"	0-1			30.00	67	69	67		"	"	8	

4—20

under the command of Commander Louis Kingsbury, U. S. Navy,

Sunday, October 28th, 1865.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair. Calm to light airs from N. W. Barometer falling. Riding to flood tide. Shack water at end of watch.

W B Whittlesey
Master Lieutenant U.S.N.

From 4 to 8 A.M. Pleasant weather, misty over the land. Calm and light N. & by airs. Barometer rising. Riding to flood. Going to Ebb at 5.20. Strength of Ebb current 2 ½ knots. The Portugese Corvette "Alfonso de Albuquerque" came in from Seaward and anchored. Received on board on Beef Requisition. 10 ½ lbs. Each fresh meats & vegetables and 86 lbs. fresh bread.

John Jordan,
Master Lieutenant U.S.N.

From 8 A.M. to Meridian. Fair, very hazy & warm. Calm, light airs from West last hour. at 9.30 mustered and inspected at quarters. No absentees. Engineer from shore. Held divine service on quarter deck at 10.00.

J. S. Luby
1st Lieutenant U.S.N.

From Meridian to 4 P.M. Weather fair and pleasant. Light airs to light breze from W by N. Barometer falling. Riding to flood tide. Sent Liberty party of Apprentices on shore. Received a boarding boat from Brazilian Man of War "Independencia".

W B Whittlesey
Master Lieutenant U.S.N.

From 4 to 8 P.M. Fair and pleasant. Light breeze to calm from W by N. Heavy dew after Sunset. Going to Ebb tide between 7 & 8. Riding to Ebb. Most of watch. Liberty party returned.

J. S. Luby
1st Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather clear and pleasant. Calm to light airs from W by N. Barometer falling. Ebb tide till 10.40 when going to flood.

W B Whittlesey
Master Lieutenant U.S.N.

Examined and found to be correct.

John C. Clubbard
Lieutenant U.S.N. Navigator.

4–26

LOG of the UNITED STATES Ship "Erie" Third Rate,

Moored in the Tagus River off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	2	4		W by N	Calm	0			30.00	67	69	67		fair	Cirro Strat	4	
2	2	2		"	"	0			29.97	66	67	66		"	"	4	
3	1	6		"	East	0-1			29.96	66	67	66		"	"	6	
4	1	2		"	Calm	0			29.95	66	67	66		"	"	5	
5	0	5	Ebb	Lounging	"	0			29.96	66	66	65		"	"	7	
6	2	4		East	N E	0-1			29.96	65	66	65		"	"	5	
7	2	8		"	"	0-1			29.96	65	65	64		fair	"	5	
8	3	2		"	E by E	1			29.97	63	65	64		fair	"	6	
9	1	7		"	"	0-1			29.98	64	65	64		fair	Cum	5	
10	0	8		"	"	0-1			29.99	66	65	65		"	"	5	
11	0	0		Lounging	"	0			29.99	67	69	67		"	"	5	
Noon.	0	0	Flood	West	Calm	0			29.99	71	71	69		"	"	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, tons, 2080 lbs.

Coal remaining on hand at Noon, 103 " 557 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	0	2	Ebb	W by N	S by W	1			29.94	73	73	71		fair	Cum	5	
2	2	0	"	West	"	2			29.91	73	71	68		"	"	5	
3	2	0	"	"	"	2			29.89	71	71	68		"	"	1	
4	1	4	"	W by S	East	2			29.90	71	70	68		"	"	1	
5	1	7	"	East	South	2			29.90	70	70	68		ocp	Cirro Strat	0	
6	Flood	"	"	E by S	S by W	1			29.88	73	70	67		oc	"	0	
7	0	6	"	"	South	1			29.88	70	70	68		"	"	0	
8	0	5	"	"	"	2			29.88	70	70	68		ocp	"	0	
9	0	0	"	"	S S W	1			29.87	70	67	66		ocr	Nimt	0	
10	0	0	"	"	S W	2			29.86	67	68	67		"	"	0	
11	1	6	"	S E by S	"	2-1			29.84	68	67	67		"	"	0	
Mid.	Lounging	"	"	W by S	"	2-1			29.82	69	67	66		"	"	0	

under the command of Commander Royal Kingsley, U. S. Navy,

Monday, October 31st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair, pleasant, and generally calm. Flood tide.

R.D. Findale
Ensign U.S.N.

From 4 to 8 A.M. Fair to cloudy, thick fog at times. Calm to light airs from N. & E. Going to Ebb tide. Sergeant and Guard E. Carried out morning orders at 7.40 crossed top gallant & Royal yards. Quarty men stationed.

J.C. Darby
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather fair. Calm to light airs from E. & S.E. to East. Barometer steady. At 9.30 O'Clock the Brazilian Man of war 34 may left the harbor. Wm H. Mann (Col) was discharged his term of imprisonment having expired. By order of Commanding Officer C.M. Peterson (Ord 3 class) was released, his term of confinement having expired. P.A. Whiting (Ord 3 class) was confined on bread and water for 3 days for smuggling food to prisoners. The Commanding Officer paid Official visits to the Portuguese Admiral and Captain of the Station. Engaged in setting up the standing rigging. At 11 O'Clock Going to flood tide. The U.S. Consul paid an official visit to this Ship.

W.B.W. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Fair to cloudy. Light Easterly & S.W. by airs & breezes. Received an official visit from the Commanding Officer of the Portuguese Flag Ship Don Fernando. All the Portuguese men of war dressed Ship with National flags at all mast head & yard & National salute. Sent an Officer in boat for the U.S. Minister Plenipotentiary to Portugal. Works. Paid an official visit to the Ship. Engaged in setting lower rigging. Sent a month's money to crew. Flood tide. Old Portuguese Steamer left the harbor and one Yacht Steamer entered.

R.D. Findale
Ensign U.S.N.

From 4 to 8 P.M. Weather overcast and cloudy with passing showers. Light airs to light breeze from South to S.W. Barometer steady. At 4.30 Going to flood tide. At 5 an American Steam Yacht came in.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Overcast and cloudy. Heavy rain. Light airs to moderate breeze from S.W. Going to flood tide at 11.30. Barometer falling.

R.D. Findale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES — Ship "Essex" — Third Rate,

Moored in the Tagus River off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea
A. M.																	
1	2	2		WbyN	SWbyW	3			29.78	66	66	66		o o	Nim	9	
2	2	2		"	"	3			29.78	67	67	66		"	"	9	
3	2	2		"	"	3			29.76	67	66	66		"	"	8	
4	2	4		"	"	3			29.76	67	66	65		"	"	8	
5	Ebb			"	"	2			29.76	67	66	65		"	"	2	
6	0	5		EbyS	South	3			29.78	64	68	65		b c p	"	6	
7	1	0		"	"	3			29.78	67	67	66		"	"	5	
8	1	0		"	WSW	2-3			29.78	70	68	67		"	Strat Cum	4	
9	2	3		East	"	2-3			29.78	72	73	70		o c p	"	0	
10	1	8		E by S	West	2-3			29.78	67	67	66		o c h w	"	0	
11	0	8		EbyN	"	0-1			29.78	67	67	66		o c m w b y	"	0	
Noon.	0	8		WbyS	WbyS	3-5			29.76	66	66	64		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 107 " 1554 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea
P. M.																	
1	1	2	Flood	WbyN	WbyN	2-3			29.75	67	66	65		b c p g	Cu Nim	4	
2	1	6	"	"	"	1			29.75	69	67	66		b c	Cu Cum	5	
3	1	8	"	"	"	1			29.75	74	67	66		"	"	5	
4	2	0	"	"	SW	2			29.74	70	68	66		"	Cum	4	
5	0	5	"	"	"	2			29.73	69	68	66		b c p g	Nim Cum	3	
6	Stopping to Eb		"	"	"	2			29.72	68	67	66		"	"	3	
7	2	4	"	ESE	"	2-3			29.71	68	68	66		b c g	"	3	
8	2	4	"	"	"	2-3			29.70	69	68	67		b c g l	"	4	
9	2	0	"	EbyS	SSW	3-4			29.71	69	68	67		"	"	3	
10	1	3	"	"	"	2-4			29.70	69	68	67		"	"	4	
11	To Wood		"	SE	SW	3-5			29.69	69	68	67		"	"	4	
Mid.	"	"	"	"	"	3-5			29.66	69	68	67		"	"	2	

4—265

under the command of Commander Louis Kingsley, U. S. Navy,

Tuesday October 22nd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M. Overcast to cloudy, raining, light to gentle breze from S.W. to S.W. by W. Barometer falling.

L. McNamee
2nd M'n Ensign U.S.N.

From 4 to 8 A.M. Weather cloudy with passing showers. Light to gentle breze from South to W.S.W. Barometer Steady. At 5 O'Clock Secured to Ebb tide Received on Department of Supplies and Commts, 107½ lbs. Beef, 107½ lbs. of Vegetables and 86 lbs. Bread.

W.B.W. Kinsley
2nd M'n Lieutenant U.S.N.

From 8 A.M. to Meridian Overcast cloudy with heavy rain attended with thunder & lightning. Light to stiff breze from West to W.S.W. in squalls bringing the rain. Secured to flood tide at 11.30

R.D. Tisdale
2nd M'n Ensign U.S.N.

From Meridian to 4 P.M. Cloudy and raining at first clearing to pleasant weather after first hour. Light to moderate breze from W by N at first then light airs. Steady barometer. Sent liberty party of men and Apprentices ashore at 2 O'Clock. Maximum Strength of tidal current. (Flood tide) 2 knots

L. McNamee
2nd M'n Ensign U.S.N.

From 4 to 8 P.M. Cloudy, passing rain showers first part of watch. Light and gentle S.W. by W. breze. Turning to Ebb tide at 6 P.M. All of liberty party of Apprentices returned on board except Wm. Rotner, and J.C. Ehrgood.

R.D. Tisdale
2nd M'n Ensign U.S.N.

From 8 P.M. to Midnight. Cloudy and Cool. light to fresh breze from S.S.W. to S.W. Barometer falling. Ebb tide Started securing to flood at 11.30.

L. McNamee
2nd M'n Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored in the Tagus River off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Obs.
A. M.																	
1	1	0	Flood	West	SW	3-5			29.65	69	68	67		fcgwl	Cum Strat	2	
2	1	4	"	"	"	4-7			29.67	69	68	67		"	"	4	
3	2	0	"	"	"	4-8			29.59	70	69	68		fcgw	"	3	
4	2	2	"	"	"	5-9			29.56	70	69	68		fcgfl	"	2	
5	1	2	"	"	"	5-8			29.56	70	69	68		"	"	4	
6	0	0		SW	"	5-8			29.55	70	69	68		"	"	3	
7	0	6		SE	"	5-7			29.54	70	69	68		fcgfp	"	3	
8	1	2		SEbyE	"	5-7			29.52	70	69	68		"	"	4	
9	1	6		"	"	5-7			29.51	70	69	68		"	"	4	
10	1	4		SSE	"	5-8			29.51	70	69	68		"	"	3	
11	1	0		SEbyS	"	5-8			29.50	70	70	68		"	"	4	
Noon.	Smoaky to	Flood		WSW	WSW	5-8			29.49	72	71	68		"	"	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, "

Coal consumed during the preceding 24 hours, tons, 1170 lbs.

Coal remaining on hand at Noon, 101 tons 1037 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Obs.
P. M.																	
1	0	8	Flood	WSW	WSW	4-6			29.50	72	71	68		fcpgm	Cum Strat	3	
2	1	2	"	"	SWbyW	5-7			29.49	71	70	68		"	"	3	
3	2	5	"	"		5-8			29.48	71	70	68		fcpgm	"	0	
4	3	0	"	WbyS	WbyS	6-9			29.48	70	68	67		"	"	0	
5	2	0	"	"	"	6-9			29.47	70	69	67		ocg	"	0	
6	1	0	"	"	"	6-9			29.46	69	68	67		fcgsf	"	2	
7	Smoaky to	Ebb		WSW	"	6-8			29.46	69	68	67		fcgl	"	2	
8	2	6	"	SE	"	6-8			29.46	69	68	67		"	"	2	
9	2	6	"	SEbyE	WSW	8-10			29.49	69	69	67		fcg	"	2	
10	2	5	"	"	"	8-9			29.50	69	68	67		fcgfp	"	4	
11	1	3	"	SSE	"	7-9			29.51	69	68	67		fcg	"	4	
Mid.	Smoaky	"		SWbyW	"	6-8			29.52	69	69	67		"	"	4	

4—266

under the command of Commander Louis Kingsbery, U. S. Navy,

Wednesday October 23, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy, occasionally clearing overhead. Lightning to Seaward. South to S.W. Stiff breeze with heavy squalls from S.W. Lounging to flood current. At beginning of watch, Riding to flood. At 12.30. Strength of flood current 2 Knots. Barometer falling. Heavy dew.

J.W. Jordan,
2d Lieutenant U.S.A.

From 4 to 8 A.M. Cloudy, passing rain showers, attended with lightning. Stiff breeze to moderate gales in squalls from S.W. Barometer low and falling. Received on Pay Department the following fresh provisions for issue to crew: 10 lbs. do. beef, 10 lbs. do. Vegetables and 6 lbs. Head. Slack high water at about 5.30. Ship swinging head to wind, then wind and ebb tide. Our Consul and our English mail Steamer at anchor in lower harbor.

R.D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy passing squalls. Fresh breezes to Moderate gales from S.W. to W.S.W. Barometer falling. Had quarters at 9.30. Served out Clean hammocks. Riding to Ebb at 11.35. Commenced lounging to flood. At end of watch Riding to wind and tide. Command distilling at 10 O'clock Boiled 2.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy, ugly, threatening weather, passing rain squalls. Moderate to stiff breeze with heavy squalls from W.S.W. to S.W. by W. Barometer falling. At 1.30 sent down topgallant masts. Engaged in fitting new fore lower mizzen for foretopsail Rolands. Received on board in Equipment Dept. 11 fathoms 2½" coir rope for Stern. Distilling.

J.W. Jordan,
2d Lieutenant U.S.A.

From 4 to 8 P.M. Cloudy to overcast, passing rain squalls, fresh breezes to strong gales from W. by S. Barometer falling fast until steady last half. Lightning to E.S.E. Flowing to flood. Slack water at 7 O'clock. Commenced lounging to Ebb at 8.30. Sent steam launch in Shore to Screw for ovrs night.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight. Cloudy weather occasionally clearing overhead. Moderate gales to fresh breezes with heavy squalls from W.S.W. to W. Barometer rising. Riding to Ebb five minutes to 9 O'clock. Riding between wind and Ebb current last of watch. Ebb current 2 Knots. Distilling.

J.W. Jordan,
2d Lieutenant U.S.A.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Ethel Thus Rate,

Owned in the River Tagus off Lisbon Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	1	2	Stood	Wby S	WSW	4-6			29.56	69	68	66		bcqw	Strat	4	
2	1	6	"	"	"	3-5			29.63	69	68	66		obqp	"	0	
3	1	7	"	West	West	3-6			29.54	69	68	66		bcpq	"	3	
4	1	5	"	"	"	3-6			29.54	69	68	66		bcq	"	3	
5	1	0		Wby S	"	3-5			29.56	69	67	66		bcqp	Strat Cum	4	
6	0	5		SW	"	3-4			29.58	69	67	66		bcq	"	3	
7	high water			SbyW	"	2-4			29.60	70	68	67		"	"	7	
8	0	2	Ebb	"	"	3			29.61	70	68	67		bcp	"	1	
9	1	0	"	ESE	"	4			29.64	69	68	66		"	"	2	
10	2	7	"	"	"	4			29.66	71	69	68		bc	"	4	
11	2	4	"	EbyS	"	4			29.66	70	69	68		"	"	4	
Noon.	1	6	"	ESE	"	4			29.66	71	70	68		"	"	2	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 800 "

Coal consumed during the preceding 24 hours, 1 tons, 1780 lbs. 1

Coal remaining on hand at Noon, 100 " 1997 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	Swinging to Ebb			WSW	West	3-4			29.67	70	69	65		bc	Nim Cum	4	
2	"	"	"	West	WNW	4			29.67	75	70	67		"	"	6	
3	0	6	"	WNW	"	4			29.69	77	71	69		"	"	3	
4		8	"	"	"	4			29.70	72	70	68		bcp	"	2	
5		7	"	"	"	2			29.72	70	70	68		bcp	"	4	
6	Swinging to Ebb			NW	"	2			29.72	70	69	67		bc	"	4	
7	"	"	"	EbyS	"	2			29.75	69	67	65		"	"	6	
8	1	2		EbyN	"	1-2			29.77	69	67	65		"	"	5	
9	1	6		Eby N	"	1			29.78	69	67	65		bcw	"	3	
10	2	0		East	West	1			29.80	69	67	65		"	"	8	
11	1	2		EbyS	"	1			29.81	68	67	65		"	"	2	
Mid.	1	0		"	"	0-1			29.81	63	67	65		"	"	4	

under the command of Commander Louis Kingsley, U. S. Navy,

Thursday October 24th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced 2nd Watch 4 A.M. Cloudy & squally with passing showers of rain. Squalls becoming less frequent all watch. Fresh to fresh breeze from W.S.W. and W. Steamer dodging to flood tide at about 1/2 Boat Baymeter rising.

J. B. Luby
1st Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy to overcast with passing showers first and last part. Gentle breeze from West Rising in squalls to fresh breezes. Barometer rising. Steam launch returned to Ship at 7 O'clock. Scrubbed hammocks. Owing to flood. Commenced dodging to Ebb at 7.15. Received on Department of Supplies and Account: Fresh Beef 167 lbs, Vegetables 107 lbs. Bread 86 lbs

L. M. Keaney
Chief Engr U.S.N.

From 8 A.M. to Meridian. Cloudy to calm. Occasional passing showers first hour of watch. Moderate breeze from West. Barometer rising then steady. Rising to Ebb current. Strength of Ebb 2.4 knots. At 10.45 sent ashore Quarantine Launch and Guard to guard the Royal Yacht Commanding Officer paid an official visit to the Portuguese Port Admiral By order Commanding Officer released from Confinement and returned to duty, P.A. Watling (Ship's Cook 3d class) Operation of Nature.

J. N. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Pleasant to calm, light passing showers last hour. Gentle to Moderate breeze from West and W.N.W. Steaming to flood tide about 1 P.M. At 4 o'clock Sent to Ady. Post Liberty party of men and boys on shore at 2.30 P.M. received in Pay Department Twenty four hundred and thirty three dollars and twenty five Cents ($2433.25) in English gold.

J. B. Luby
1st Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant passing showers around horizon. Light breeze to light airs from W.N.W. Barometer rising. Ending to flood tide 5.50 when Ship Swung to Ebb. Strength of Ebb current 1.2 knots. At 7.30 furled sail and sent down light yards. Sent light sails. The following Apprentices did not return from liberty after leave had expired viz: Phillips J. C. Maltby B.K. Douglass A.K.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight Fair and pleasant, bright starlight, heavy dew. Calm to light airs from W.N.W. to West. Ebb tide.

J. B. Luby
1st Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4–26

LOG of the UNITED STATES Ship Essex Third Rate,

Moored in the Segue River off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	0	6	6 6 4	E S E	Calm	0			29.81	65	67	66		6 c w	Nimbus & Cumulus	4	
2	Hauling to the Wind			S E by E	"	0			29.71	68	67	66		"	"	3	
3	"	"		S W by S		0			29.80	67	66	65		"	"	1	
4	"	"		E S E	N N E	1-2			29.73	66	65	64		0 c w	"	0	
5				N E by E	N E	1			29.75	66	65	64		"	"	0	
6				N E by N	"	1-2			29.75	65	65	64		"	"	0	
7				East	"	2			29.76	64	65	64		0 c w	"	0	
8				E S E	E N E	2			29.76	64	65	64		0 c w	"	0	
9	1	6		E by N	"	2 3			29.71	64	65	64		0 c w m	"	0	
10	2	0		East	"	2 3			29.67	64	65	64		"	"	0	
11	2	4		"	E S E	3			29.65	64	65	64		"	"	0	
Noon.	2	2		"	"	3			29.65	64	65	64		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 100 " 1357 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	2	4	6 6 4	E by N	E S E	4			29.65	64	64	63		0 c w m	Cum Stmt	0	
2	2	0	"	E by S	E by N	4			29.65	64	64	64		"	"	0	
3	1	0	"	E N E	E N E	4			29.65	64	64	64		"	"	0	
4	0	6	"	"	"	4			29.65	64	64	64		"	"	0	
5	0	5	"	N E by E	"	3			29.65	64	64	64		"	"	0	
6	0	4	"	N E	"	3			29.66	65	64	64		"	"	0	
7	Hauled	"	"	E by N	"	2			29.67	64	64	63		"	"	0	
8	"	"	"	East	"	2			29.68	64	64	63		"	"	0	
9	"	"	"	E by N	Calm	0			29.65	64	64	63		"	"	0	
10	1	0	"	East	E N E	1-2			29.64	64	64	63		"	"	0	
11	1	3	"	"	"	2			29.63	65	64	63		"	"	0	
Mid.	1	0	"	E by N	"	1-2			29.61	65	64	63		"	"	0	

under the command of Commander Doris Keighley, U. S. Navy,

Friday, October 4th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 8 to 4 A.M. Weather fair. Standing up Inward end of Loch. Calm to light airs from N.N.W. Barometer falling. Ebb tide

W.B.W. W.B.Whittelsey Lieutenant U.S.N.

From 4 to 8 A.M. Overcast misty drizzling raining at end of watch. Light airs to light breeze from N.E. & E. & N.E. Barometer Steady. Scrouging to Ebb. Strength of Ebb current 2 Knots. Received on board, in Pay Department 107 17 lbs Each fresh beef and vegetables and 86 lbs fresh bread.

J.B.J. J.B.Jordan, Lieutenant U.S.N.

From 8 A.M to Meridian Overcast with heavy and continuous rain Light to gentle breeze from E.N.E. Shifting to E.S.E. Barometer falling. Last half Steady Last two hours. Suspended routine on account of bad weather. By order of the Commanding Officer, Confined R. Carpenter App 3 class for 5 days Solitary Confinement on Bread and water. Offence. Direct and Deliberate Disobedience of orders.

J.L. J. L. Luby 2d Lieutenant U.S.N.

From Meridian to 4 P.M. Weather overcast cloudy and rainy. Moderate breeze from E.S.E to E.N.E. Barometer Steady. Received in Equipment Department 2600 gallons water. Ebb tide.

W.B.W. W.B.Whittelsey Lieutenant U.S.N.

From 4 to 8 P.M. Overcast with continuous rain. Moderate to light breeze from E.N.E. Riding to Ebb. Slack water at end.

J.L. J. L. Luby 2d Lieutenant U.S.N.

From 8 P.M to Midnight Weather overcast cloudy and rainy. Calm to light breeze from E.N.E. Barometer falling. Riding to Ebb tide.

W.B.W. W.B.Whittelsey Lieutenant U.S.N.

Examined and found to be correct.

John Gartland Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship *Essex* **First Rate,**

Moored in the Tagus River off Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	1	6	Ebb	E by N	E N E	2			29.59	66	65	64		o c p	Cu Nim	0	
2	1	6	"			2			29.56	66	66	65		"	"	0	
3	1	0	"	S S E	S E	2 5			29.57	66	66	65		o c v	"	0	
4	1	0	to Flood	W by N	W N W	5 8			29.57	66	65	65		"	"	0	
5	0	8	"	"	"	4 1			29.57	67	65	64		"	Strat	0	
6	1	0	"	W by S	"	3 8			29.51	68	65	64		"	Strat Cum	0	
7	1	0	"	W by N	S W by W	4 1			29.50	68	65	64		t c g p	"	1	
8	1	0	"	"	W S W	4 6			29.51	68	66	65		t c g	"	4	
9	1	0	"	"	S W	4 6			29.51	69	66	65		"	"	4	
10	1	0	"	"	"	4 6			29.53	67	67	65		"	"	3	
11	1	5	"	"	"	4 6			29.55	68	67	66		c o g p	"	0	
Noon	Stowing to Ebb			N by E	"	3 5			29.57	67	67	66		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water *Ranch* during the preceding 24 hours, 2600 "

Water remaining on hand fit for use at Noon, 25550 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 100 - 710 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	1	4	Ebb	East	N W	3			29.52	67	66	65		b c	Cirro Strat	4	
2	1	4	"	N E by E	"	2			29.54	68	67	65		"	"	2	
3	1	0	"	E by N	E N E	2			29.55	68	67	65		b c v	"	2	
4	0	5	"	E N E	Calm	0			29.56	67	66	64		c v	"	0	
5	0	2	"	East	E N E	1			29.54	66	65	64		b c v	"	2	
6	0	0	Flood	Stowing	"	2			29.54	66	65	64		b c p	"	3	
7	0	4	"	N by E	"	3			29.54	64	64	62		"	"	3	
8	0	8	"	N E	N E	3 5			29.55	63	62	60		b c g	"	4	
9	0	2	Ebb	"	"	3 5			29.59	62	62	59		"	"	4	
10	0	4	"	"	N N E	3 5			29.59	61	61	58		"	"	4	
11	1	0	"	N E by E	"	3 5			29.60	61	61	57		"	"	5	
Mid.	2	0	"	E by N	"	3			29.62	60	60	57		b c	"	7	

under the command of Commander Louis A Kingsley, U. S. Navy,

Saturday October 26th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Generally overcast & cloudy raining heavy rain last hour. Light breeze from E & N. E until 1.30 when began to veer quickly to S & W in puffs which increased & Moderate gale near end of watch from S & W (true) Ships swing to flood tide at 3 O Clock. Barometer low and falling

R. D. Tisdale
R.D.T. Ensign U.S.N.

From 4 to 8 A. M.

Overcast with heavy rain fell part clearing partly towards end. Fresh breeze increasing to Moderate gales from W. by S. W by W. Barometer about Steady at 29.5. Flood tide. Reported in Pay Department $15 Gold $15 fresh beef 15 lbs fresh pig Sabbes and 17 lbs fish Read.

J. C. Luby
J.C.L. Lieutenant U.S.N.

From 8 A M to Meridian.

Weather fair, clouding over with rain showers last half of watch. Moderate to fresh breeze in squalls from S.W. shifting to W & N.W. Barometer Steady. The Swedish Man of War "Freja" came in and fired a Salute of 21 guns with Portuguese Flag at the fore which was answered by Portuguese flag Ship. Sent an Officer to visit the Freja. The Commanding Officer of Swedish Man of War "Freja" paid an Official visit to this vessel at 11.45 Swung to Ebb tide.

W. B. Whittlesey
W.B.W. Lieutenant U.S.N.

From Meridian to 4 P M

Fair to overcast cloudy and raining. Squalls N.W by W veering to E & E. true and calm. The Commanding Officer left the Ship to pay an Official visit to the Commanding Officer of the Swedish Man of War "Freja" Ebb tide

R. D. Tisdale
R.D.T. Ensign U.S.N.

From 4 to 8 P M

Weather cloudy. Light airs from E & E to Stiff squalls from N E. Raining first half of watch. Barometer Steady at 8.50 commenced swinging to flood tide Ending to wind at end of watch

W. B. Whittlesey
W.B.W. Lieutenant U.S.N.

From 8 P M to Midnight

Cloudy to clear cooler weather. Squalls to Stiff breeze from N E to N N E and in puffs. Moonlight. Ebb tide.

R. D. Tisdale
R.D.T. Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" Third Rate,

Moored in the Paqueo River off Lisbon Portugal.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	1	8		E N E	North	3			29.64	60	60	57		b c y w	Cirro Cumu	8	
2	1	6		East	"	3.5			29.66	60	60	57		"	" Cirro Stratus	5	
3	1	6		"	"	3			29.66	60	60	57		b c g l d	" Cirro Stratus	2	
4	1	0		"	"	2-3			29.68	60	60	57		b c l	"	4	
5	0	8		E by N	"	2-3			29.70	60	60	57		b c y	Cirro Cumu	1	
6	Sounding			N by E	"	2-3			29.76	60	59	57		"	Cirro Stratus	3	
7	0	2		W N W	N N E	2-3			29.83	60	59	57		"	"	5	
8	0	7		N N W	"	3-4			29.85	60	59	57		"	Cirro Cumu	7	
9	0	5		N by E	"	3			29.89	60	59	56		"	"	7	
10	0	6		"	"	3			29.91	60	59	55		"	"	7	
11	0	4	E b N	N E	"	3.5			29.93	61	60	56		"	"	7	
Noon.	2	0	"	E N E	"	4.5			29.93	61	61	57		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2050 "

Coal consumed during the preceding 24 hours, 1 tons, 370 lbs.

Coal remaining on hand at Noon, 99 " 397 "

P. M.																	
1	2	0	E b N	E N E	N N E	4.6			29.92	60	61	56		b c y	Cirro Cumu	8	
2	"	"			"	4.6			29.92	60	61	56		"	"	6	
3	0	0	0 0		"	4.5			29.98	66	62	58		"	"	5	
4	3	5	3. 5	N N W 1/4 W													
	2	2	5. 7	N by W 1/4 W	"	4.5			29.98	62	61	57	72	"	"	5	
5	8	6	14. 3	"	North	4.6			29.98	62	61	57	72	"	"	5	20
6	2	5	19. 8														
	2	6	19. 11	W N W 1/4 W	"	4.6	1/2		29.98	62	61	57	72	"	"	5	"
7	6	0	25. 11	"	"	4.6	1/2		30.01	62	62	57	72	b c w	"	7	"
8	5	7	31. 3	"	N N E	5	1/2		30.04	62	62	57	71	"	Cirro Stratus	7	"
9	5	5	36. 8	"	"	5	1/2		30.06	61	61	57	71	"	"	6	"
10	5	2	42. 0	"	"	5	1/2		30.06	61	61	57	71	b c	Cirro Cumu	7	"
11	4	7	46. 7	"	N E	4	1/2		30.06	62	61	57	71	"	"	7	"
Mid.	4	3	51. 0	W S W	"	4	1/2		30.08	62	61	57	71	"	"	7	"
	50	8															

under the command of Commander Louis Kempff, U. S. Navy,

Sunday October 27th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.

Clear and Cool. Gentle breze blowing in squalls to fresh breze from North. Light drizzle latter part of watch. Lightening to N.E. Riding to Ebb.

L. M. Nance
Ens'n Chaplain U.S.N.

From 4 to 8 A.M.

Weather fair. Light to moderate breze in squalls from North to N.N.E. Barometer rising rapidly. At 5.40 Sounding to flood tide. Received in Department of Supplies and Accounts 107 lbs Beef 107 lbs Vegetables and 86 lbs bread.

W.B.W. Whittelsey
2nd Lieutenant U.S.M.

From 8 A.M. to Meridian.

Clear and pleasant. Cable to Stff. At 8.16 4 boxes in squalls. At 8.45 started fires under boilers A & B. Unshackled chain from shed and anchor. Shackled starboard chain took off mooring swivel. Bent main & mizzen topmast staysails. Hoisted in steam launch second boat for sea. Fitted for sea. Rigging gear and anchor. Slip cistern for getting under way for sea. Ship hitting to wind greater part of watch and to sound & ebb tide at end of watch. Barometer steady rising. Swedish Man of War fired Salute of 11 guns. Portuguese flag at the fore which was returned from Portuguese flagship gun for gun. Swedish flag at fore.

R. D. Tisdale
2nd Ensign U.S.N.

From Meridian to 4 P.M.

Clear and pleasant. Moderate to stiff breze from N.N.E. at 1 O'Clock hove up port anchor and at 2 O'Clock hoisted and secured whaleboat. Unshipped accommodation ladder. Got boom alongside at 2.15 hove up starboard anchor and started ahead on Engines & stood down Sagua Road. Set in jackass and put rolling tackle on launches. Made Signal "J.D.L." to Station on Shore, which was answered by "C.M.K." Commanding Officer and Navigator Coming Ship. At 3.18 put over port log reading 00. Fort Bugio bearing E.S.E. Isla Guia Light N.W. At 3.45 changed Course to S.W. by W.3/4 W. put log reading 3.3 S. Fort Santa Marida Light in range with Peninha. At 3.50 set fore topmast staysail. Main Upper and Spanker. Draft forward 18' 11" aft 16' 4". Average Steampressure 50 lbs. Revolutions 45.

L. M. Nance
Ens'n Chaplain U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Moderate to fresh breze from N to N.N.E. Barometer rising. Long swell from North. Ship rolling deeply at times. Steering a Course S.W. by W.3/4 W under Steam and fore and aft Sail. At 5.00 Stopped and unshipped propeller and set up sail and foresail, foretopsail and main topsail. Allowed fires to die out under boilers C and D. Started distilling with boilers A & B. At 7.24 lost sight of Cape Espichel Light.

J. W. Jordan
2nd Lieutenant U.S.M.

From 8 P.M. to Midnight.

Pleasant to calm. Light moonlight. Fresh to moderate breze from N.N.E. & E. Steering Course W.S.W.1/4 W. first three hours then W.S.W. Under fore topmast staysail foresail & foretopsail main topsail. Ship rolling deeply to long swell from N.N.E.

Examined and found to be correct.

J. G. Turner
Lieutenant U.S.N.

John Ruttan Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Ceres Third Rate,

Making passage from Lisbon, Portugal, to Funchal Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	5	0															
1	3	9	54.9	W by W	N E	4		1/4	30.07	62	61	56	70	be	Cu Cum	4	4
2	3	6	58.5	S by W 3/4 W	"	3			30.07	62	61	56	70	"	"	5	"
3	2	9	61.4	"	"	3			30.07	62	61	56	70	"	"	8	"
4	3	2	64.6	"	"	3			30.06	62	61	56	70	"	"	8	"
5	2	9	67.2	"	"	3			30.07	62	60	57	70	"	"	8	"
6	3	1	70.9	"	"	3			30.07	61	60	57	70	"	"	8	"
7	3	1	74.6	"	N E by E	3			30.07	62	61	58	70	"	"	5	"
8	3	1	78.3	"	E N E	3			30.08	62	61	58	71	"	"	6	"
9	3	9	82.2	"	"	3			30.12	63	63	60	71	"	"	5	"
10	4	4	86.6	"	East	4			30.12	63	64	61	70	"	"	4	"
11	5	2	91.8	"	"	4			30.09	64	64	61	70	"	"	2	"
Noon.	5	2	97.0	"	"	4			30.08	63	64	61	70	"	"	2	"

97.1 Distance by log. departure

Course and distance made good since ~~preceding noon by~~ observations, S W by W 2 W 93 knots, tenths.

Position at Noon:
- Latitude by D. R. 37 ° 30 ′ 10 ″ N
- Longitude by D. R. 10 ° 46 ′ 45 ″ W
- Latitude by observations of ⊙ 37 ° 32 ′ 42 ″ N
- Longitude by chronometer from Forenoon Observations of ⊙ 10 ° 48 ′ 27 ″ W

Position at 8 A. M.
- Latitude by D R 37 ° 43 ′ 22 ″ N
- Longitude by Observation ⊙ 10 ° 33 ′ 27 ″ W

Position at 8 P. M.
- Latitude by D R 36 ° 56 ′ 36 ″ N
- Longitude by A N 11 ° 33 ′ 52 ″ W

Current during the time, 18 knots tenths per hour, setting to the S W by W

Error of the Compass by Azimuth ⊙ observed at 8 A M, ship's head S by W 3/4 W 19 ° 58 ′ 2 W

Deviation of the Compass by Azimuth ⊙ observed at 8 A M, ship's head S by W 3/4 W 1 ° 58 ′ 2 W variation used, 18 ° 00 ′ W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 420 gallons.

Water Distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at Noon, 2650 "

Coal consumed during the preceding 24 hours, 7 tons, 1780 lbs.

Coal remaining on hand at Noon, 96 " 1352 "

P. M.																	
1	5	0	102.0	S by W 3/4 W	East	4			30.08	64	64	60	70	bc	Cum Mist	3	2
2	6	2	108.2	"	"	4			30.04	63	63	60	70	"	"	2	"
3	6	7	114.9	"	"	5			30.03	63	63	60	70	"	"	2	"
4	6	4	121.3	"	"	5			30.03	63	62	60	71	"	"	2	"
5	6	6	127.8	"	"	5			30.03	63	62	59	70	bcpd	"	1	"
6	6	3	134.1	"	E by N	5-6			30.02	63	62	58	70	ocd	"	0	"
7	6	9	141.0	"	E by S	5-6			30.01	62	62	58	70	"	"	0	"
8	7	3	148.3	"	"	5-6			30.00	61	61	58	70	"	"	0	"
9	6	1	154.4	S W	"	5-8			29.94	59	60	58	70	ocpg	"	0	"
10	5	6	160.0	S by W 3/4 W	East	5-7			29.94	59	59	58	70	ocgp	"	0	"
11	6	5	165.5	"	E by N	6-8			29.94	60	60	58	70	"	"	0	"
Mid.	6	9	172.4	"	"	7-8			29.90	60	60	58	70	ocgd	—	0	"
	49	4															

under the command of Commander Louis Kingsbury, U. S. Navy,

Monday October 28th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair and pleasant. Moderate to Gentle breze from N.E. Barometer Steady. Under sail alone Steering a course Ship rolling heavily at times to long swell from N.N.E.

W.B. Whittlesey
1st Lieutenant U.S.N.

From 4 to 8 A.M. Clear to fair and pleasant. Gentle N.E by E breezes. On course S.W by W 3/4 W (pc). At 5.30 Set top gallant sails and royals, main top mast stay sail and let clew of mainsail. At 7.30 took in main and mizzen top mast stay sail and at 7.55 let clew of mainsail, squaring away. & Filling fires under Boilers. A. Long swell from N.N.E.

R.D. Tisdale
Ens. U.S.N.

From 8 A.M. to Meridian. Cloudy and pleasant. Gentle to moderate breze from E.N.E veering to East. Barometer falling last half. On course S by W 3/4 W (pc). Had quarters at 9.30 & Instructed Apprentices in Seamanship. Engaged in coiling and making bags. At 10.45 Set the lee clew of mainsail & at 10.45 Set all top mast stay sails and flying jib. Long swell from N.N.E.

S.M. Ramer
Ens. U.S.N.

From Meridian to 4 P.M. Cloudy and cool. Moderate to stiff breze from East. Barometer falling then steady. Long swell from N.E. Steering a Course S by W 3/4 W (pc) Under all sail except Spanker main topsail and weather clew of mainsail. Stopped distilling and let fires die out under Boilers. A. Instructed Forward Division in Compasses.

J.H. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy to overcast with drizzling rain after 5 O'clock. Fresh breze from East Ebb N & Ebb S. Long Sea from N.E. Barometer falling Hourly. Steering Course S.W by W 3/4 W under Set flying jib trail, Staysails, squaresail & royals & kept weather clew of mainsail. At 5 took in main top mast Staysail. At 5.30 called all hands and single reefed top sails, furled royals & flying jib and Set top gallant sails double reefed top sails. At 6.00 took in and furled mizzen top mast Staysail.

J.D. Ludy
Lieut. (jg) U.S.N.

From 8 P.M. to Midnight. Weather, overcast cloudy with passing rain squalls. Stiff breze increasing to strong gale from East to E by N. Barometer falling. At 8.30 took in top gallant sails and let clew of main sail. At 8.40 called all hands and double reefed the top sails, single reefed the fore sail and hauled down the jib. Set up and bent the Storm sails.

W.B. Whittlesey
1st Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship Essex Rate,

Making passage from Lisbon Portugal to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
A. M.	13	4															
1	7	0	81.4	SWbyW 3/4W	E by S	7-8			29.87	60	60	59	70	o cy v	Cum Strat	0	L
2	6	9	88.3	"	"	7-9			29.86	61	61	60	70	"	"	0	"
3	6	6	95.9	"	E by E	7-8			29.85	61	61	60	70	"	"	0	"
4	6	5	2.4	SW 3/4W SWbyW 3/4W	"	7-8			29.85	61	61	60	70	"	"	0	"
5	5	5	9.1	"	NE	6-8			29.85	62	62	61	70	b cy fg	"	2	"
6	6	5	15.6	"	NE by E	6-8			29.86	62	61	60	70	b cy	"	0	"
7	6	5	22.1	"	"	5-7			29.89	62	61	59	70	"	"	0	"
8	6	3	28.4	"	"	5-7			29.91	63	62	60	71	b cy	"	3	"
9	7	1	35.9	"	NE	5-7			29.95	64	62	60	70	"	"	3	"
10	7	1	43.0	"	"	5-7			29.91	64	63	60	70	"	"	3	"
11	8	7	51.7	"	"	5-6			30.00	66	64	61	71	"	"	4	"
Noon.	7	3	59.0	"	"	5-6			30.03	68	64	61	71	"	"	6	"

161 6 Distance by log.

Course and distance made good since preceding noon by observations, S 26° W 163 knots, tenths.

Position at Noon:
- Latitude by D. R. 36 ° 20 ' 06 " N
- Longitude by D. R. 13 ° 11 ' 47 " W
- Latitude by observations of ⊙ 35 ° 39 ' 00 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 13 ° 12 ' 31 " W

Position at 8 A. M.
- Latitude by DR 35 ° 59 ' 12 " N
- Longitude by Chronometer 12 ° 48 ' 33 " W

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 40 gallons.

Water Distilled during the preceding 24 hours, 150 "

Water remaining on hand fit for use at Noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 80 lbs.

Coal remaining on hand at Noon, 95 " 12 qr "

P. M.																	
1	7	6	66.6	SWbyW 3/4W	NE	5-6			30.03	69	65	62	70	bc	Cirro Cumu	6	L
2	6	8	73.4	"	"	6			30.08	70	66	62	70	"	Cumu Strat	5	"
3	7	0	80.4	"	"	6			30.04	68	66	62	70	bcd	"	5	"
4	7	0	87.4	"	NE by N	6			30.08	69	66	63	70	bc	"	6	"
5	6	8	94.2	"	"	6			30.08	67	67	64	70	"	"	5	"
6	6	5	100.5	"	NE	5			30.10	66	66	63	70	o cpv	"	5	"
7	6	0	6.5	"	"	5			30.12	66	66	63	71	bc	"	5	"
8	6	0	12.5	"	"	5			30.11	66	65	62	71	"	"	5	"
9	5	9	18.4	"	"	5			30.11	66	65	62	70	"	"	4	"
10	5	5	23.9	"	"	4-5			30.11	66	65	62	70	bcf	"	3	"
11	6	5	30.0	"	"	5			30.15	66	64	62	70	"	"	3	"
Mid.	6	5	36.9	"	"	5			30.17	66	64	62	70	fc	"	7	"
	13	9															

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday October 29th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast cloudy and rainy. Very fresh breeze to moderate gale in squalls from East to E.N.E. On course S.W. by W. 3/4 W. (pc) until 3 when brought ship up to S.W. 3/4 W. to keep wind slightly on the quarter. Made down reefed topsails, single reefed foresail and fore top mast staysail. Long and following sea.

R.D. Tisdale.
(P). Ensign U.S.N.

From 4 to 8 A.M.

Overcast to cloudy. Stiff breeze to moderate gale & squalls from N.E. to N.E. by E. Barometer rising. Light drizzle first hour of watch. On course S.W. by W. 3/4 W. Steering S.W. 3/4 W. first half hour to keep sea on quarter. Long high sea from N.E.

L. M. Nanne
Ens'n U.S.N.

From 8 A.M. to Meridian.

Clear and pleasant. Stiff to very fresh breeze from N.E. Long swell from N.E. Ship rolling easily. Barometer rising. Steering a course S.W. by W. 3/4 W. (pc) until 9 when hove to under reefed topsails reefed foresail and fore & main staysails. At 9.15 hoved to and set reefs. At 11.00 set topgallant sails. Exercised Powder Divisions at signals.

J.H. Jordan.
Lieutenant U.S.N.

From Meridian to 4 P.M.

Fair & pleasant, light passing showers. Third hour. Fresh breeze from N.E. & N.E. by N. Barometer rising. Long and heavy swell from N.E. Steering course S.W. by W. 3/4 W. under fore topmast staysail, foresail, topsails and topgallant sails. Instructed first & second divisions in sabre & pistol & cutlass and third in gymnasium.

J. D. Luby
1st Lieutenant U.S.N.

From 4 to 8 P.M.

Weather fair, fresh to stiff breeze from N.E. to N.E. Barometer rising. At 6.15 sighted steamer on port beam steering to the N.E. At 7.15 set the royals. Long swell from N.E.

W.R. Whittlesey
1st Lieutenant U.S.N.

From 8 P.M. to Midnight.

Generally fair and pleasant, passing heavy squall at 10 O'clock. Stiff N.E. breezes. On course S.W. by W. 3/4 W. (pc). No change in sail. Long N.E. sea. Moonlight.

R.D. Tisdale
(P) Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES "Ship "Ceres" Third Rate,

Making passage from Lisbon Portugal to Funchal Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	Air: Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
A. M.	11	9															
1	6	1	43.0	SWbyW 1/4 W	NEbyE	4			30.17	65	64	62 1/2	70	bc	Cir Strat	4	lo
2	6	1	49.1	"		4			30.17	65	64	62 1/2	70	"	"	5	"
3	7	1/2	56.3	"	NEbyN	5-6			30.17	65	64	62 1/2	70	"	"	5	"
4	6	1	63.2	"	NE	5			30.18	65	64	62 1/2	70	"	"	4	"
5	6	1	69.8	"	"	4			30.19	65	63	61 1/2	70	"	Cum	8	"
6	6	1	75.4	"	"	4			30.20	65	64	62 1/2	70	"	"	5	"
7	6	1/2	81.8	"	ENE	4			30.20	65	64	62 1/2	70	"	"	6	"
8	6	0	87.8	"	NE	4			30.21	65	64	62 1/2	71	"	"	7	"
9	6	1/2	94.2	"	"	4			30.25	66	65	62 1/2	72	"	Cir Cum	7	"
10	6	1/2	100.5	"	"	4			30.26	66	65	62 1/2	72	"	"	7	"
11	6	1	7.2	"	"	5			30.27	67	66	62 1/2	72	"	"	7	"
Noon.	6	1	13.3	"	"	4			30.27	68	66	62 1/2	72	"	"	7	"

Course and distance made good since preceding noon by observations, S 48° W 135 knots, tenths.

Position at Noon:
- Latitude by D. R. 33 ° 49.5 " N
- Longitude by D. R. 15 ° 7.4 " W
- Latitude by observations of ⊙ 33 ° 46.1 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 15 ° 25.25 " W

Position at 8 A. M.
- Latitude by Ex Mo 34 ° 07.5 " N
- Longitude by Observation ⊙ a. m. 15 ° 03.40 " W

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, 1/4 knots tenths per hour, setting to the SSE 1/4 E

Error of the Compass by Azimuth ⊙ observed at 8 a m, ship's head WSW 2 ° 15.2 W
Deviation of the Compass by Azimuth ⊙ observed at 8 a m, ship's head WSW 1 ° 15.2 W variation used, 19 ° 00.2 W
Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 40 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 2000 "
Coal consumed during the preceding 24 hours, tons, lbs.
Coal remaining on hand at Noon, 95 " 17 1/2 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	Air: Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
P. M.																	
1	5	1	19.0	SWbyW 1/2 W	NE	4			30.25	68	66	62 1/2	72	bc	Cir Cum	7	lo
2	5	1/2	24.2	"	"	4			30.24	68	66	62 1/2	72	"	"	6	"
3	5	3	29.5	"	"	4			30.24	67	66	62 1/2	72	"	"	6	"
4	5	4	35.4	"	"	5			30.25	70	67	62 1/2	72	bcp	Cum Strat	5	"
5	5	6	41.0	SWbyW	"	5			30.25	67	67	62 1/2	72	bc	"	4	"
6	5	3	46.3	"	"	5			30.25	67	66	62 1/2	72	"	"	4	"
7	5	1/2	51.5	"	NEbyE	5			30.25	67	66	62 1/2	72	bcp	"	3	"
8	5	6	57.1	"	"	5			30.25	67	66	62 1/2	72	bcl	"	4	"
9	5	5	62.6	SW	"	5			30.27	67	66	62 1/2	72	"	"	5	"
10	5	6	68.2	"	"	5			30.28	67	66	62 1/2	72	"	"	5	"
11	5	6	73.8	"	"	4			30.29	67	66	62 1/2	72	"	"	5	"
Mid.	4	3	77.0	"	ENE	4-5			30.30	68	65	62 1/2	72	"	"	5	"

under the command of Commander Louis A Kingsbury, U. S. Navy,

Wednesday October 30th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 8 A M

Clear with light moonlight and passing clouds. Moderate breeze from N.E. by E to N E by N. At 9.30 Set the crew of mainsail. Moon Set at 9.30. Long Sea from E N E. Steady Courses &c.

L. M. Nance
Ens'n Engineer U.S.N.

From 4 to 8 A M

Clear & pleasant. Moderate breeze from N E to E N E. Barometer rising Slowly. Long Swell from N E. Steering a course S by W 1/2 W under Square Sail to royals (& kept in readiness crew of mainsail,) and foretop mast Staysail.

Jos Jordan,
Lieutenant U.S.N.

From 8 A M to Meridian

Clear and pleasant. Moderate to fresh breeze from N E Long swell from N E. On Course S S by W 1/2 W under same sail as last noted. At 9.30 mustered and inspected at quarters. Drilled 1st division Great guns & 2nd division Small Arms, 3rd division in Setting up Forward powder division Signals Aft powder division Signals. Aired and inspected Bedding. By order of Commanding Officer. Released N. Carpenter (Ord 3 class) this term of confinement having ended.

J. B. Luby
Lieut Commander U.S.N.

From Meridian to 4 P M

Weather fine, Kept passing Showers at Intervals. Moderate to Stiff breeze from N E. Barometer Steady. Ship under Sail alone Steering a Course. Long Swell from N E.

W. B. W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P M

Fine and pleasant, Light fair breeze at 7 O'Clock Stiff N E by E breeze. At 7.10 Changed Course to S S by W (pc) By order of Commanding Officer. At 7.45 Sighted Land on Starboard bow Port quite Island bearing about W. S W. Abeam 8 O'Clock Hove about West. At 8.50 Furled Mainsail and put on Course. At 9.30 Called all hands, Set Top Sail, Furled Top Gallant Sail & Royals for the night leaving the Ship under Square Sail to Top gallant Sail & except the main Sail and fore top mast Staysail. Long N E by E. Moon Shining

R. D. Tisdale
Ens'n Engineer U.S.N.

From 8 P M to Midnight.

Fine and pleasant Moderate breeze from N E by E to E N E. Barometer rising. On Course S S by W at 8.20 Changed Course to S by W by S by C. At 9.40 took in and furled Top Gallant Sails. At 10.30 hauled up foresail and Changed Course to W S W 1/2 W Patent Log 70.8. At 12.50 Sighted Fora Island light, Bearing W 1/2 S. Long Sea from N E by E.

Examined and found to be correct.

L. M. Nance
Ens'n Engineer U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Lisbon Portugal to Gibraltar Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tnths.	Stated Obs.
A. M.																	
1	3	2	18.0	W by S	E by E	4 5			30.25	67	66	62	71	bc	Curr Strat	3	10
2	4	1	85.5	"	"	4 5			30.24	66	65	61	70	"	"	4	"
3	2	3	89.6	W by S 1/2 W	"	4 5			30.24	66	65	61	70	"	"	5	"
4	2	0	93.6	W by S 1/2 W & W 1/2 N	"	4			30.24	66	65	61	70	"	"	4	"
5	3	0	97.6	Various	"	3			30.22	67	65	61	70	"	"	5	"
6	5	1	07		"	3			30.23	67	65	61	70	bcp	"	4	"
7	4	6	5.3	West	N N E	3 4			30.24	65	65	62		bc	"	5	"
8				Various	"	3 5			30.25	65	66	62		bc	"	5	"
9				"	"	3 4			30.25	65	66	62		bcq	"	5	"
10				"	"	3 5			30.25	66	66	62		bcqp	"	3	"
11				N E by N	N N E	2			30.25	67	69	62		bcq	"	4	"
Noon.				East	N E	3 4			30.23	68	67	61		"	"	3	"

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, 2 tons, 1920 lbs.

Coal remaining on hand at Noon, 92 " 1592 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tnths.	Stated Obs.
P. M.																	
1				N E by E	E N E	3			30.22	67	67	61		bcp	Curr Strat	5	8
2				East	East	2 4			30.22	67	66	62		bcqp	"	4	"
3				"	"	2 4			30.22	66	66	62		"	"	4	"
4				S S E	South	1 3			30.21	66	66	61		"	"	4	"
5				East	E S E	2			30.21	66	66	60		bc	"	4	"
6				E by N	"	1			30.20	66	66	60		"	"	4	"
7				"	"	2			30.21	65	64	59		"	"	7	"
8				East	N E	1			30.21	63	63	58		"	"	7	"
9				N E by N	"	1			30.22	63	63	58		"	"	7	"
10				North	North	1 0			30.21	62	62	59		"	"	6	"
11				N E by N	N E	1 0			30.21	62	62	59		"	"	8	"
Mid.				N by E	"	1			30.21	62	62	59		"	"	8	"

under the command of Commander Louis Kingsbury, U. S. Navy,

Thursday October 31st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant, overhead showers around horizon. Moderate to stiff breeze from E. & S.E. Barometer steady. Log sure from S.E. Steering a course W. & W. under top sails and foretop mast staysail. At 1.43 changed course to W. by S. At 2.30 to W. & W. 1/2 W. At 3.40 to full and by on starboard tack. At 3.40 to W. & W. 1/2 W. Observed up foretop sail and scandalized main top sail at 1.30. At 3.10 set top sails and forecastle. At 3.45 hoisted main top sail in order to complete sheets. At 3.50 took in top sails & forecastle and went ahead on both engines. At 1.30 made Roccatora Islands bearing W. by W. Fora Island Light double all the coast bearing from W. 1/2 N. to W. & W. 1/2 W.

J. W. Jordan,
Lieutenant U.S.N.

4 to 8 A.M. Partly cloudy with light squalls & passing showers. Heavy rain over the land. Inside to full speed from 4.40 to 6. Steering various courses under direction of Commanding Officer & Navigator working along Southern Coast of Madeira. Anchored at Funchal one about 4.41 at 8. At 4 furled sails, under steam slowly. Set foresail. At 4.40 commenced swinging ship for deviations of the Compass. Revolutions 76. Steam pressure 75.

J. G. Luby,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather fair. Light passing showers. Light to stiff breeze, in squalls from N.E. to E. Barometer falling. Engaged in swinging ship for Compass Error until 9 o'clock. When steamed in for our anchorage at Madeira. The Commanding Officer and Navigator on the bridge. At 10.30 came to in our anchorage in 17 fathoms of water, veering to 60 fathoms on the starboard chain. At 10.45 sent on mainboom sail, unreeving topsail. Employed in "for distilling. Blowing from anchorage to Custom House Pier. Moored ship with Port Anchor & 1/4 chain on the starboard bow & 1/4 chain on the starboard quarter. Ship heading N.E. Received visit from French Man of War and Italian Man of War Steamers. Ships draft forward 18 ft 11 in, aft 16 ft 1 in. Invited officers visited the ship. Sent an officer ashore to call on the U.S. Consul.

W. B. W. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy but pleasant. Light passing rain showers. Fresh breeze & moderate squalls from N.E. to S.E. Sent an officer to return the boarding calls on board the French & Italian Gunboat Palermo. The Commanding Officer paid official visits to Vice Consul & Consul. Received an official visit from the Captain of the Port. Exercised apprentices at cleaning the boat. Distilling.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Weather clear and pleasant. Light airs to breeze from E. & E. shifting to N.E. Barometer steady.

W. B. W. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Steam to light N.E. airs. Light moonlight. Distilling.

R. D. Tisdale
Ensign U.S.N.

Approved

Examined and found to be correct.

Commander, U.S.N. Commanding.

John Lubbock,
Lieutenant U.S.N. Navigator.

4—96

LOG of the UNITED STATES Ship "Essex" This Rate,

At Anchor in the Harbor of Funchal Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea
A. M.																	
1				NE by E	NE	1			30.19	67	67	59		fair	Cumulus	5	1
2				NE	NbyE	1			30.18	67	67	58		"	"	6	"
3				"	"	2			30.19	67	67	58		"	"	5	"
4				NbyE	"	1			30.17	67	67	59		"	"	4	"
5				NE	"	1			30.16	67	67	59		fair	"	3	"
6				ENE	"	2			30.17	67	67	60		fair	"	4	"
7				"	"	2			30.19	67	67	59		"	"	5	"
8				East	NE	0-1			30.18	63	67	59		"	"	5	"
9				ENE	NNE	1			30.19	64	64	61		"	"	6	"
10				East	ENE	1			30.20	65	65	61		"	"	4	
11				SE	SE	1			30.21	67	69	64		fair	"	4	
Noon.				"	SE	2-3			30.21	67	69	64		fair	"	4	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water Distilled during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at Noon, 91 " 960 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea
P. M.																	
1				NE by N	NNE	1-2			30.18	67	69	64		fair	Cumulus	4	1
2				North	East	0			30.16	67	67	64		"	"	4	
3				NE	"	0			30.16	65	65	64		fair	"	4	
4				NbyW	Variable	0-1			30.16	65	65	63		"	"	4	
5				NNE	"	0-1			30.17	65	65	63		"	"	4	
6				NbyE	"	0-1			30.19	63	64	61		fair	"	6	
7				North	"	0-1			30.17	61	63	59		"	"	6	
8				"	North	0-1			30.17	61	62	59		"	"	6	
9				"	"	1			30.19	60	61	58		"	"	6	
10				"	"	1			30.19	60	61	58		"	"	7	
11				"	"	1			30.19	60	61	58		"	"	8	
Mid.				"	"	1			30.19	60	61	58		"	"	8	

under the command of Commander Louis Kempff, U. S. Navy,

Friday November 1st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Noted at 4 A.M. Clear and pleasant with heavy dew, light airs to light breeze from N E to N by E. Barometer falling. No perceptible tidal current.

A. M. Magruder
Ensign U.S.N.

From 4 to 8 A.M. Weather fine passing showers during first hour of watch. Calms to light breeze from N E to N by E. Barometer raising. Received on Dept of Supplies and Accounts. 1000 lbs. Beef, 1000 lbs. Vegetables, 266 lbs. Bread. Distributing.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meridian. Cloudy light passing rain showers this hour. Light airs variable between N E and S E. At 9.30 observed Transit of Venus. Gave out new watch and quarter stations to the Apprentices, and then exercised all hands at "Sail" & "Out" from light yards. Received return official mast from the Commanding Officers of the Spanish and Italian Training Ships. A German Steamer came in from the South west. Distributing.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant, light breeze to variable airs & calms. Light rain first hour of watch. Exercised Apprentices at heaving the lead. French Steamer Berne went to sea at 1.30. Distributing.

A. M. Magruder
Ensign U.S.N.

From 4 to 8 P.M. Clear. Calms & light variable airs. Bright moonlight after twilight. Distributing.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and pleasant, light Nly airs. Barometer Steady. Bright moonlight. Finished distributing at 10.30

A. M. Magruder
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES — Ship "Essex" — Thro Rate,

At anchor in the Harbor of Funchal Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
A. M.																	
1				North	North	2			30.18	60	61	58		b c w	Cum	7	
2				N by W	"	2			30.18	60	61	58		"	"	6	
3				N.N.E	Calm	0			30.17	60	60	58		"	"	4	
4				North	North	1-2			30.17	60	60	58		"	"	6	
5				"	"	0-1			30.19	60	60	57		"	"	5	
6				N.N.E	"	0-1			30.21	61	61	58		b c	"	6	
7				N.E by N	"	0-1			30.23	62	61	58		"	"	7	
8				N.N.E	"	0-1			30.25	64	62	59		"	"	8	
9				E.N.E	Variable	0-1			30.26	67	65	62		"	"	7	
10				South	"	0-1			30.28	69	66	62		"	"	7	
11				"	"	0-1			30.28	70	70	65		"	"	7	
Noon.				"	S by E	1			30.28	70	70	65		"	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 100 gallons.

Water Distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, tons, 1440 lbs.

Coal remaining on hand at Noon, 90 " 17 " 1560 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
P. M.																	
1				South	South	1			30.27	72	71	65		b c	Cum	8	
2				"	"	1			30.27	72	71	65		"	"	8	
3				S.S.W	S.S.W	1			30.27	75	76	59		"	"	8	
4				S.S.W by S	"	1-2			30.27	73	79	70		"	"	8	
5				South	South	0-1			30.27	68	70	67		b c w	Cum Strat	4	
6				N.N.E	Variable	0-1			30.28	68	70	67		b c p	"	0	
7				N by W	"	0-1			30.28	67	67	66		b c w	"	7	
8				N.N.E	N.E	1			30.29	66	66	65		"	"	7	
9				N.E	"	0-1			30.30	64	64	61		"	"	5	
10				N.E by E	North	1-2			30.31	64	64	61		"	"	6	
11				"	"	1			30.31	63	63	60		"	"	6	
Mid.				N.N.E	"	1			30.31	62	63	60		"	"	6	

4—20

under the command of Commander Hodge Kingsbury, U. S. Navy,

Saturday, September 7th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M Clear and pleasant. Light moonlight, heavy dew. Calm and light breze from N. Barometer falling slightly, latter part of watch. Ist fires dis'd all under boilers relaid for distilling.

J. F. Jordan,
Lieutenant U.S.N.

From 4 to 8 A M Clear and pleasant. Calm and light Northerly airs. Received on Board Department for issue to Crew. 107 1/2 lbs. fresh Vegetables and 96 lbs. fresh Beef. English Steamer "Cumbria Castle" came in and anchored at daylight. Bright morning. Starlight until Sunrise.

R. D. Gleaves
Ensign U.S.N.

From 8 A M to Meridian Clear and pleasant fine weather. Calms to light variable airs. Barometer nearly Steady. Unbent & sent below bolts top sides. Italian Training Ship went to Sea under sail towing out of harbor with her own boats. French Training Ship exercised boats & back small arms target practice. English Steamer "Cumbria Castle" went to Sea at 8 30. Received on Department of Supplies and Accounts 107 1/2 lbs. fresh Beef.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P M Clear and pleasant. Light airs to light breze from South to S S W Barometer Steady. Sent liberty party ashore.

J. F. Jordan
Lieutenant U.S.N.

From 4 to 8 P M Clear and pleasant. Light variable airs. Light showers of rain hour. Liberty party of boys returned except W. Brook, G. De Caus, A. Irwin, E. G. Moore and C. Peters, Apprentices 3rd class. The following Apprentices were placed under charge of Master at Arms to await arrival of Disembarking Officer for the following Officers & C: Rogel (App 3 class) D. P. Wolf (App 3 class) absent from liberty, Smith W. (App 3 cl) absent on duty, W. H. Murray (App 3 cl) absent and disorderly from liberty (placed in double irons for safe keeping). Barometer nearly steady. Italian Training Ship went to Sea at 6 P M.

L. McNamee
Ensign U.S.N.

From 8 P M to Midnight Clear and pleasant, heavy dew, circle around moon. Calm and light airs from N & E to South. Barometer rising then steady.

J. F. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Trufford,
Lieutenant & Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Third Rate,

At Anchor in the Harbor of Funchal Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	THERMOMETER. Ther. att'd.	THERMOMETER. Air. Dry Bulb.	THERMOMETER. Air. Wet Bulb.	THERMOMETER. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				N E	N N E	1			30 30	63	63	60		b c w m	Cu m	3	
2				"	"	1			30.29	63	63	61		"	"	2	
3				N by W	"	1			30.29	63	63	60		"	"	2	
4				North	N by W	1			30.29	62	62	59		b c m	Cu m	4	
5				N by E	"	0-1			30.30	60	62	58		"	"	2	
6				"	North	1			30.31	62	62	58		"	"	2	
7				N by W	"	1			30.33	63	63	59		c m	"	0	
8				"	"	0-1			30.34	63	63	59		"	"	0	
9				N N E	"	0-1			30.35	65	65	60		"	"	0	
10				E N E	"	0-1			30.35	68	67	61		"	Cu Cu	0	
11				N N E	"	0-1			30.35	68	67	63		b c	"	4	
Noon.				"	"	0-1			30.36	70	67	68		"	"	5	
						0											

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons, 600 lbs.

Coal remaining on hand at Noon, 90 " 1112 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	THERMOMETER. Ther. att'd.	THERMOMETER. Air. Dry Bulb.	THERMOMETER. Air. Wet Bulb.	THERMOMETER. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S S W	S S W	1-0			30.34	71	69	65		b c	Cu Cu m	7	
2				"	"	1-0			30.33	71	69	65		"	"	7	
3				W S W	S W	1-0			30.32	70	69	66		"	"	6	
4				"	"	1-0			30.32	70	69	66		"	"	6	
5				S E by S	"	1-0			30.32	69	69	66		"	"	4	
6				S S E	"	1-0			30.32	69	69	65		"	"	4	
7				N N E	"	1-0			30.32	67	67	65		"	"	5	
8				E N E	N N W	1-0			30.32	66	66	62		"	"	5	
9				E by N	N N E	1-0			30.33	65	63	60		b c w	"	8	
10				N E by E	"	1			30.33	63	63	60		"	"	8	
11				N E by N	"	1			30.32	62	62	60		"	"	9	
Mid.				N E	"	1			30.31	62	62	60		"	"	9	

4—26

under the command of Commander Louis A Kingsley, U. S. Navy,

Sunday November 3rd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Until 4 A M Hazy and pleasant, bright moonlight halos around the moon. Light airs from N and E. until last hour then from N by W. Barometer fell slightly.

J. B. Luby,
1st Lieutenant U.S.M.

From 4 to 8 A M Generally overcast, hazy. Calms to light N'ly airs. Barometer rising. Liberty party returned. Received on Department of supplies and account fresh provisions as follows: 107 lbs Beef, 107 lbs Vegetables, 8 lbs Pudd.

L. M. Nance
Ensign U.S.N.

From 8 A M to Meridian Fair and pleasant. Calms and light airs from North. Barometer Steady. At 9.30 mustered at quarters, W Brock (App 3 class) G De Cant (App 3 class) A. Moore (App 3 class) E. G. Moore (App 3 class) and G. Peter (App 3 class) absent without leave. Commanding Officer inspected Ship and Crew. Read the Articles for the Better Government of the Navy to Crew and Officers assembled aft and had general muster. Hour unaccounted for. Divine Service on board. By order Commanding Officer cleared from Charge of Master at Arms P. Wolf (App 3 class) and L. C. Nagel (App 3 cl), and from Coxswain W. H. Mundy (App 3 cl).

J. V. Jordan
2nd Lieutenant U.S.M.

From Meridian to 4 P M Pleasant weather. Light airs from S and W. Sent liberty party on shore. W Brock (App 3 class) G. De Cant (App 3 cl) and A. Moore (App 3 class) returned from liberty 3 hours overtime.

J. B. Luby
1st Lieutenant U.S.M.

From 4 to 8 P M Clear and pleasant. Calms and light airs from S.W. to N.E. Barometer Steady. E. G. Moore (App 3 cl) and G. Peter (App 3 cl) returned from liberty twenty four (24) hours overtime.

J. V. Jordan
2nd Lieutenant U.S.M.

From 8 P M to Midnight Clear and pleasant weather. Bright moonlight. Light airs from N.E. to E. Faint halos perceptible around the moon.

J. B. Luby
1st Lieutenant U.S.M.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Ewing This Rate,

At anchor in the Harbor of Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				N N E	N N E	1			30.296	63	61			b c w	Cu	8	
2				"	"	1			30.296	63	61			"	"	7	
3				N by W	N by W	1			30.296	63	60			"	"	8	
4				"	"	1			30.296	63	60			"	"	8	
5				"	"	1			30.296	62	60			b c	"	9	
6				N N W	N N W	2			30.296	62	60			"	"	9	
7				North	N N E	1			30.32	65	61	60		"	"	8	
8				E N E		0-1			30.32	67	68	64		b c w	"	8	
9				N by E	S W	0-1			30.32	67	73	66		b c	"	9	
10				"	"	0-1			30.32	70	70	65		"	"	8	
11				S E by S	"	0-1			30.32	73	70	65		"	"	8	
Noon.				S S W	"	0-1			30.32	71	69	65		"	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ☉ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ☉ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ☉ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 480 lbs.

Coal remaining on hand at Noon, 90 " 632 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				W by S	West	1			30.32	72	70	65		b c	Cirrus Cumu	7	
2				West	"	2			30.30	69	69	64		"	Cumu Strat	4	
3				N W by W	W N W	2			30.28	74	69	63		"	"	5	
4				W N W	"	2			30.28	74	69	63		"	"	5	
5				N W by W	North	1			30.28	70	69	63		"	"	6	
6				E N E	E N E	1			30.28	67	68	63		"	"	6	
7				"	"	1			30.28	66	66	64		b c w	Cirrus Cumu	8	
8				N by E	N N E	1			30.27	65	66	63		"	"	8	
9				N N E	"	1			30.30	65	66	62		"	"	8	
10				N E	"	1			30.30	65	65	61		"	"	9	
11				"	N by E	1			30.30	64	64	60		"	"	9	
Mid.				"	"	1			30.30	64	64	60		"	"	9	

under the command of Commander Louis A. Kiggs Jr. U.S.N. Monday November 4th, U. S. Navy, 18 95.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 P.M. Weather clear and pleasant, cold light airs from N.N.E. to N by W. Barometer Steady.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant hazy to the E.ᵈ after Sunset. Calm and light breeze to light airs from N.W. to N.N.E. Barometer Steady rising last part of watch. Reckoned on board in Boy's Department 107 lbs Edible of fresh Vegetables, and 86 lbs of Bread. Confined J. W. Karlson (Sea), drunk and fighting, to await investigation.

J. B. Jordan,
Lieutenant U.S.N.

From 8 A M to Meridian. Clear to fair and pleasant. Calm to light airs from S.W. Quit towing and exercised at making and taking in sail. J. Castro Stgs. Cox.ᵗᵉ 4th class returned from leave. S. Wood. (B.M. 4th class) returned from liberty 4 hours overtime.

J. B. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather clear and pleasant. Light airs to light breeze from West. Barometer falling. W. Budd (Sea) returned 2 hours over his liberty.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant. Bright moonlight last half. Light airs from N.N.E. Liberty party of Apprentices returned.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M to Midnight. Weather clear and pleasant, cold light airs from N.N.E. to N.E. Barometer Steady.

W.B.W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" This Rate,

at Anchor in the Harbor of Funchal Madeira

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N N E	N N E	2			30.29	64	64	60		b c w	Cirro Cumu	8	
2				N by E	"	1			30.27	63	63	60		"	"	8	
3				North	"	1			30.26	63	63	60		"	"	7	
4				N W	"	1			30.26	63	63	60		"	"	7	
5				N N W	"	1			30.26	63	63	60		"	"	7	
6				"	"	1			30.27	63	63	60		"	"	6	
7				N N E	"	1			30.28	63	63	60		"	"	7	
8				E N E	"	0			30.30	67	65	64		b c	"	8	
9				"	S E	1			30.32	68	70	64		"	"	8	
10				S E	"	1			30.33	73	72	67		"	"	8	
11				"	"	1			30.32	73	72	67		"	"	8	
Noon.				"	"	1			30.32	73	73	68		"	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 89 " 2232 "

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				E S E	South	1-2			30.29	71	72	66		b c	Cu Nimbus	8	
2				S E by S	S E	1-2			30.27	72	72	66		"	"	8	
3				S E	"	2			30.24	70	71	66		"	"	7	
4				"	"	3-4			30.21	70	70	65		"	"	7	
5				E S E	"	2			30.21	69	69	63		"	"	5	
6				E N E	E S E	1-2			30.21	68	68	61		b c w	"	7	
7				"	N E	1-2			30.24	66	67	64		"	"	7	
8				E by N	"	1-2			30.26	66	67	64		"	"	6	
9				E N E	"	1			30.26	66	66	63		"	Cu Nimbus	2	
10				"	"	1-2			30.26	66	66	63		o c w	"	0	
11				N E by E	"	1-2			30.28	66	66	63		"	"	0	
Mid.				"	"	2-3			30.27	66	66	63		"	"	0	

under the command of Commander Louis K. Kingsbury, U. S. Navy,

Thursday November 21st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M Clear and pleasant. Light airs and breezes from N. & E. Bright Moonlight.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A M Clear and pleasant. Heavy dew before sunrise. Light airs from N. & E. Orderly party of men returned.

J. L. Luby
Lieutenant U. S. N.

From 8 A M to Meridian Weather clear and pleasant, with light airs from S. E. Barometer steady. At 9.30 mustered crew at quarters. Sending J. Nicholson, C. M. 3 class and W. Jolyn C. M. 2 class absent with liberty. Sent a steward of the Commodores barge for the Officers mess and delivery on board of J. Nicholson (C. M. 3 class). Officers at anchoring boats for landing. W. Jolyn (C. M. 2) and J. Nicholson (C. M. 3 class) returned, the latter 2 days and 3 hours over time.

W. B. Whittlesey
Lieutenant U. S. N.

From Meridian to 4 P M Clear and pleasant. Gradually clouding from S. E. & S. Light airs to moderate breeze from S. E. Barometer falling. Sent the main topsail, squared, stand. and fore cutters for seal. Delivered specifications for a Summary Court Martial to James Conway, (C. P.)

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 P M Weather fair and pleasant. Moderate breeze from S. E. shifting to light airs from N. E. Barometer rising.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 P M to Midnight Fair to over cast and cloudy. Light S. E. & E. breezes. Moon shining through clouds. A Steamer came in harbor from Northward and anchored at 10.30.

R. D. Tisdale
Ensign U. S. N.

Examined and found to be correct.

John Hubbard
Lieutenant U. S. N. Navigator.

4—200.

LOG of the UNITED STATES Ship "Essex" Third Rate,

At Anchor in the Harbor of Funchal Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Cloud & by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				E by E	N E	1			30.25	67	67	64		b c w	Cum Strat	2	
2				East	"	1-0			30.25	67	67	64		"	"	4	
3				N E	"	1			30.24	67	67	64		"	"	3	
4				E by E	"	2			30.23	66	66	63		"	"	3	
5				N E by E	"	1			30.22	67	66	63		b c	"	4	
6				E by E	N by E	1			30.20	63	68	64		"	Cum	5	
7				E by N	"	1			30.19	70	70	64		"	"	5	
8				E by E	S E by E	2			30.22	70	70	64		"	"	5	
9				S E by E	"	3			30.28	75	71	67		"	"	2	
10				"	"	4			30.26	74	77	71		"	"	6	
11					E by E	2			30.26	74	81	76		"	"	5	
Noon.				E by E	"	2			30.24	74	80	76		"	"	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water Received during the preceding 24 hours, 2600 "

Water remaining on hand fit for use at Noon, 2900 "

Coal consumed during the preceding 24 hours, tons, 1970 lbs.

Coal remaining on hand at Noon, 89 " 317 "

P. M.																	
1					S E	S E	2			30.22	75	81	73		b c	Cy Cum	6	
2					"	"	2			30.20	74	80	72		"	"	6	
3					"	"	2			30.19	73	79	73		"	"	5	
4	2	0	41.0	S by W to W	S S E	S E	2			30.19	73	77	71		"	"	4	
5	1	6	43.6	"	"		2			30.18	72	74	69	72	"	"	3	
6	1	3	46.9	"	"	S by E	1-2			30.18	71	72	69	72	"	"	5	
7	1	8	48.7	"	"	"	3-2			30.19	71	72	68	71	"	"	6	
8	2	9	51.6	"	W by S	"	1-2			30.19	71	72	68	71	"	"	7	
9	2	5	54.1	"	"	S S W	2-3		1/2	30.19	70	70	68	71	"	"	7	8
10	2	5		W S W to W by N	S W	2-3			1/2	30.20	70	70	67	71	"	"	7	"
11	2	0		S W by W to W by N	S W by W	2			1/2	30.21	70	70	67	71	"	"	2	
Mid.	2	0		"	"	2			1/2	30.21	70	70	67	71	"	"	3	
	37	1															

4—20

under the command of Commander Louis A. Kingsley, U. S. Navy,

Wednesday, November 6th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Noted 4 A.M. Cloudy, heavy dews. Calms to light breze from N.E. Barometer falling last half.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Weather fair and pleasant. Light airs to light breze from N.E. to S.E. by E. Barometer steady. Received in Department of Supplies and Accounts, 1071 lbs Beef, 1071 lbs Vegetables, and 786 lbs Bread.

W.B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Fair and warm. Gentle breezes from S.E. to E.S.E. at 7 P.M. mustered at quarters. Put in clothing bags and made preparations for sea. At 9.30 Picked furs under tribes A. C. and D. By order of Commanding Officer. Wm Smith, App 3 class, was placed in solitary confinement on bread and water for 5 days, offence getting drunk on duty while in charge of a boat and. Kendall, App 3 class was placed in double irons for 5 days, offence leaving his station and deliberately turning into his hammock. English Steamer "Wassau" and "Hawarden Castle" came in from the N.E. and the "Monet" from the S.W. Received in Dep't Department for issue to-day the evening, fresh provisions, 107 lbs Vegetables, 107 lbs Beef, and 786 lbs Bread. Received 800 gallons fresh water from John Payne and Son.

R.D. Tisdale
Pay Asst. U.S.N.

From Meridian to 4 P.M. Warm hazy weather. Light breze from S.E. to S.S.E. at 10 Cables bought to chain. Sent dingy ashore with mail at 2 O'Clock, unshipped accomodation ladder, rigged in foot boom & hoisted dingy. Moored ship as requires at 3.06 P.M. and started heaving in. Called all hands at 3.30 & hove up anchor. Took departure from anchorage & put to sea put log reading 0. Draft forward 15'-11" - aft 16'. Under steam alone on bearings W. "C" & "D" by compass S.W. by W. 1/4 W. (Mag.) Barometer steady last half. Secured starboard anchor for sea & moored chain.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Fair and pleasant. Light airs to light breze from S.E. to S. by E. Barometer steady. Steering a course S.W. by W. 1/4 W. Under steam alone. At 5.30 stopped engines unshipped shaft, and made sail. Set main sail, fore sail, mizen sail, royals, flying jib and mainsail. Average speed from 4 to 8 P.M. Average Revolutions 55. Secured cutter for sea and moored chains.

J.B. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Cloudy but pleasant, more rain about 8 P.M., light moonlight sea smooth. Light to gentle breze from South East first, veering to Westward gradually by the end hove port tack aboard, all sail set, flying jib, mainsail, royals & mizen. At 9 P.M. hove up patent log & entered it at 0.

J.B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard, Lieutenant U.S.N. Navigator.

4—995

LOG of the UNITED STATES Ship *Essex* Third Rate,

Making passage from Funchal Madeira to St Thomas West Indies.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Dbls.	State of the Sea.
A. M.	3	1															
1	2	0		S W	S W by W	2		½	30.20	70	70	67	71	fc	Cu Cum	5	S
2	1	8		W ½ W	S W by S	2		½	30.18	70	70	67	71	"	"	4	"
3	1	6		W by N	S S W	2		½	30.17	70	70	67	71	"	"	4	"
4	1	8		W N W ½ W	S W by S	2		½	30.16	70	70	67	71	"	"	4	"
5	1	5		"	"	2		½	30.17	70	70	67	71	"	"	5	"
6	2	0	20.1	W by N	S S W	2		½	30.17	71	71	68	71	"	"	5	"
7	3	2	30.1	W ½ S	S by W	3		½	30.19	71	70	67	71	"	Cum	2	"
8	3	8	33.9	"	"	3		½	30.20	70	70	67	71	"	"	1	"
9	3	8	37.7	W ½ S	"	3		½	30.21	70	70	67	71	"	"	1	"
10	3	8	41.5	W ½ S	"	3		½	30.22	71	71	68	71	"	Cirr	3	"
11	3	0	44.5	"	"	3		½	30.22	71	71	68	71	"	"	4	"
Noon.	4	0	48.5	"	"	3		½	30.21	72	72	69	71	"	"	2	"

No. 4 Distance by log. Departure

Course and distance made good since ~~preceding noon~~ by observations, 60 knots, tenths.

Position at Noon:
- Latitude by D. R. 32 0 69 . 30 " N
- Longitude by D. R. 18 0 00 . 15 " W
- Latitude by observations of ⊙ 32 0 42 . 49 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 17 0 57 . 42 " W

Position at 8 A. M.:
- Latitude by D R 32 0 15 . 18 " N
- Longitude by D R 17 0 24 . 57 " W

Position at 8 P. M.:
- Latitude by D R 31 0 57 . 55 " N
- Longitude by D R 18 0 27 . 47 " W

Current during the time, 5 24 knots tenths per hour, setting to the S S E ¼ E

Error of the Compass by Azimuth ⊙ observed at 7 A M, ship's head W ½ S 2 0 04 . W

Deviation of the Compass by Azimuth ⊙ observed at 9 A M, ship's head W ½ S 2 0 59 . W variation used, 19 0 . W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 150 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2460 "

Coal consumed during the preceding 24 hours, 1 tons, 1760 lbs.

Coal remaining on hand at Noon, 87 " 792 "

P. M.																	
1	4	0	52.5	West	S W	3		½	30.21	71	71	69	71	fc	Cum Strat	2	S
2	4	7	56.2	"	"	3-4		½	30.20	71	71	69	71	"	"	2	"
3	5	5	61.7	W ½ S	"	4		½	30.19	71	71	69	71	"	"	3	"
4	6	0	67.7	W ¾ S	"	4		½	30.19	71	71	69	71	"	"	3	"
5	6	1	73.8	"	"	4-5		½	30.20	71	72	69	71	"	"	3	"
6	5	1	79.9	"	"	4		½	30.21	71	72	69	71	fc e w	"	3	"
7	5	3	85.2	"	"	4		½	30.22	71	71	69	71	"	"	2	"
8	4	8	90.0	W S W ¾ W	South	4		½	30.23	71	71	69	71	"	"	6	"
9	4	1	94.1	W S W	"	4		½	30.23	71	71	69	71	"	"	9	"
10	4	0	98.1	W S W ¼ W	"	4		½	30.23	71	71	69	72	"	"	8	"
11	4	8	2.9	S W by W ¾ W	S ¼ E	4		½	30.23	71	71	69	72	"	"	7	"
Mid.	6	1	8.0	W S W	South	4		½	30.23	71	71	69	72	"	"	9	"
	60	5															

4–25

under the command of Commander Louis A. Kingsley, U. S. Navy,

Thursday, November 7th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences till 4 A.M. Weather fair and pleasant with light breeze from S by W to S S W. Barometer falling. Ship under all sail to t'gallant sails & left mainsail and gaff topsail, by the wind on the port tack.

W. R. Whittlesey
3rd Lieutenant U.S.N.

From 4 to 7 A.M. Cloudy but pleasant. Light and gentle breeze from S W by S to S by W. By the wind at port tack. At 5 observed smoke stack and upper works of steamer Madera in plain sight astern. Smooth Sea. Bright moonlight till sunrise.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy & pleasant. Gentle breeze from S by W. Barometer nearly steady. Had quarters at 9.30 and exercised Divisions as follows: 1st Division infantry; 2nd division small arms; 3rd Division cutlass & sticks; mounds; Powder & Division small arms. At 10 exercised Division pistol. By the wind on Port tack, under sail as in previous watch. J. Marin, Ord. 3rd Class was awarded a punishment of 5 days solitary confinement on bread and water by the Commanding Officer for stealing provisions. Smooth Sea.

L. M. E. Nance
Ensign U.S.N.

From Meridian to 4 P.M. Fair and pleasant. Gentle to moderate breeze from S by W to S. Barometer falling slowly. Smooth Sea. Steering by the wind on the port tack under all Sail except spanker, gaff topsail. At Summary Court Martial for the trial of J. Conway (C.P.) (was in session from 1.30 to 2.30 when it adjourned to await action of reviewing authority. Inspected clothing.

J. H. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy to fair. Heavy dew after sunset. Moderate to fresh breeze from S by W and South. By the wind on port tack under all sail except mizzen gaff topsail until 5.30 when called all hands & single reefed the topsails. Furled the royals & flying jib. Struck the rest of topsails & make sail to topgallant sails. Course to the Madera S W by W 1/2 W.

J. C. Luby,
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather clear, clouding up toward end of watch. Moderate breeze from South to S by E. Barometer steady. Made loose all reefs & set flying jib. Ship by the wind on port tack.

W. R. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Rutledge
Lieutenant U.S.N. Navigator.

4—20.

LOG of the UNITED STATES Ship "Essex" This Rate,

Making passage from Funchal Madeira to St. Thomas West Indies

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	60	5															
1	5	3	13.3	W by S	South	4		1/2	30.22	72	72	69	72	b c w	Cirus	8	M
2	5	6	18.9	W 1/2 S	S by W	4		1/2	30.20	72	72	69	72	"	"	6	"
3	4	4	23.3	W 1/2 S	S S W	3-4		1/2	30.20	72	72	70	72	"	"	6	"
4	4	2	27.5	W by N	S S W	3-4		1/2	30.20	72	72	70	72	"	"	6	"
5	3	6	31.1	W 3/4 N	"	3		1/2	30.20	73	72	70	72	"	"	6	"
6	3	3	34.4	W by N	"	3		1/2	30.22	73	72	70	72	"		8	M
7	2	3	36.1	W N W 1/2 W	S W x S	2-3		1	30.22	74	72	71	73	b c	Cirus Cir Cir Str	8	"
8	2	4	39.1	W N W	"	2-3		1	30.24	74	73	71	74	"		6	"
9	3	3	42.4	"	"	2		1/2	30.27	74	74	72	74	"	"	5	"
10	2	6	45.0	N W by W 1/2 W	S W	2		1	30.28	74	74	72	74	"	"	5	"
11	2	1	47.1	N W by W 1/2 W	"	2		1/2	30.28	74	74	72	74	"	"	5	"
Noon.	2	3	51.4	N W by W 1/4 W	"	3		1/2	30.27	74	74	72	74	"	Cirus	3	"

183.9 Distance by Log.

Course and distance made good since preceding noon by observations, W S W 1/2 W 99 knots, tenths.

Position at Noon:
- Latitude by D. R. 31 ° 04' 1.4 " N
- Longitude by D. R. 19 ° 49' 13.4 " W
- Latitude by observations of ⊙ 31 ° 04' 2.5 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 19 ° 48' 14.5 " W

Position at 8 A. M.
- Latitude by D. R. 31 ° 09' 3.1 " N
- Longitude by Observation 8 a m. 19 ° 35' 1.2 " W

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the .

Error of the Compass by Azimuth ⊙ observed at 8 a m, ship's head N by W 3/4 W, 2 ° 08' W.
Deviation of the Compass by Azimuth ⊙ observed at 8 a m, ship's head N by W 3/4 W, 2 ° 17' W, variation used, 20 ° 15' W.

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, °

Water expended during the preceding 24 hours, 425 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 2025 "
Coal consumed during the preceding 24 hours, tons, lbs.
Coal remaining on hand at Noon, 87 " 792 "

P. M.																	
1	4	8	56.3	N W 3/4 W	S W	3		1/2	30.28	74	74	72	74	b c	Cirus	2	M
2	5	6	61.9	"	"	3		1/2	30.28	74	74	72	74	"	"	2	"
3	4	8	66.7	N W 1/2 W	"	3		1/2	30.24	73	74	72	73	"	"	1	"
4	4	3	71.0	"	"	3		1/2	30.24	73	74	72	73	"	"	1	"
5	3	8	74.8	N W	W by S	2		1/2	30.24	72	73	72	73	o c w	Cirus Strat	0	"
6	3	4	78.2	N by W	West	2		1/2	30.25	72	73	72	73	"	"	0	"
7	2	5	80.6	N by W 1/2 W	"	2		1/2	30.25	72	73	72	73	"	"	0	"
8	2	4	83.0	N by W	"	2		1/2	30.25	72	73	72	73	"	"	0	"
9	2	0	85.5	North	W by N	2		1	30.29	72	73	72	73	"	"	0	"
10	1	3		N N W	W N W	1		1	30.30	72	73	71	73	b c w	Cirus	2	"
11	2	2		N N W	N W	2		1	30.30	71	72	70	73	"	"	1	"
Mid.	1	8		"	"	1		1/2	30.30	71	72	70	73	"	"	1	"

4—355

under the command of Commander Louis S. Kingsley, U. S. Navy,

Friday, November 8th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair pleasant but damp. Moderate and gentle breezes from South to S.S.W. By the wind on port tack. Under fore sail to t'gallant sails except main t'gsail. Moonlight. Moderate Sea.

R.D. Tindale
Ensign U.S.N.

From 4 to 8 A.M. Clear and pleasant, heavy dew. Gentle to light breezes from S.S.W to S by E. Bringing by the wind on port tack. At 7:45 set royals & flying jib. Bright Moonlight. Smooth Sea.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meridian. Fine and pleasant. Light to gentle breze from S.W. by S to S.W. Barometer steady. Steering by the wind on port tack under all sail except main t'gsail and Spanker. Gaff t'gsail at 10:30 took single reefs in main sail at 9:30 mustered and inspected divisions at quarters, afterwards went to general quarters without firing. Exercised divisions, Sights as follows: first time 11 A.M. 55.4 2nd time 1 P.M. 0. Exercised applicatives at firing with 5 inch Caliber Small arms. Sent mizzen t'gsail

J.W. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy but pleasant. Gentle breze from S.W. By the wind on port tack under full sail except mizzen t'gsail and main t'gsail. Exercised Applicatives at 5 inch Caliber Practice.

J.S. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Weather cloudy but pleasant with light breze from West to W by S. Barometer steady at 5. P.M. Exercised at reefing t'gsails leaving the ship under full sail to t'gallant sails. Except main t'gsail & Mizzen gaff t'gsail, by the wind on port tack.

W.B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Generally overcast and cloudy. Light breze and airs from West to N.W. By the wind on port tack until 8:45 when ship being by the wind on Starboard tack. At 9 P.M. S.W. by W (c) S. after 11 O'clock at 11:50 took in Spanker. Moore Shining Easter fast of water.

R.D. Tindale
Ensign U.S.N.

Examined and found to be correct.

John Clifford
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex Thus Rate,

Making passage from Funchal Madeira to St. Thomas W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea
A. M.	20	0															
1	1	5	85.5	SW by W	N	1		3/4	30.30	71	70	70	73	o c w	Nim Cum	0	8
2	3	5	88.0	"	N N W	2		1/4	30.31	70	70	69	72	"	"	0	4
3	5	2	93.2	"	N by W	3-4			30.30	70	70	69	72	o c p	"	0	"
4	4	7	97.9	"	"	4			30.30	70	70	68	72	"	"	0	M
5	5	2	3.1	"	"	4			30.31	70	70	69	72	o c	"	0	"
6	6	5	9.6	"	North	4			30.32	70	70	69	72	o c d	"	0	"
7	6	3	15.9	"	N N E	4			30.33	70	69	68	72	"	"	0	"
8	6	6	22.5	"	"	4			30.35	70	69	68	72	"	"	0	"
9	7	1	29.6	"	N E by N	6			30.36	70	69	68	72	"	"	0	10
10	6	6	36.2	"	N E	6			30.36	70	69	68	72	o c	"	0	"
11	7	1	43.3	"	"	6			30.36	70	69	68	72	"	"	0	"
Noon.	6	8	50.1	"	"	6			30.36	70	69	69	72	"	"	0	"

106.1 Distance by Log.

Course and distance made good since preceding noon by observations, SW by W 7 1/2 knots, tenths.

Position at Noon:
- Latitude by D. R. 31 ° 01 ′ 55 ″ N
- Longitude by D. R. 20 ° 54 ′ 00 ″ W
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ 30 ° 56 ′ 39 ″ W

Position at 8 A. M.
- Latitude by D R 31 ° 24 ′ 39 ″ N
- Longitude by Chronometer from Observation ⊙ 20 ° 38 ′ 39 ″ W

Position at 8 P. M.
- Latitude by D R 30 ° 19 ′ 55 ″ N
- Longitude by Chronometer from Observation ⊙ 21 ° 23 ′ 45 ″ W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at 3 30 P M., ship's head S W by W 3 ° 44 ′ W

Deviation of the Compass by Azimuth ⊙ observed at 3 30 P M., ship's head S W by W 2 ° 14 ′ W variation used, 30 ° 30 ′ W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 525 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 560 lbs.

Coal remaining on hand at Noon, 87 " 232 "

P. M.																	
1	6	9	57.0	SW by W	N E	5			30.34	69	69	67	72	o c	Cum Strat	0	M
2	6	6	03.6	"	"	5			30.33	69	69	67	72	"	"	0	"
3	6	5	70.1	"	"	5			30.33	70	69	67	72	f c	"	2	"
4	6	5	76.6	"	N E by E	5			30.33	70	70	67	72	"	"	2	"
5	6	5	83.1	"	"	5			30.34	70	69	67	72	"	"	1	"
6	6	4	89.5	"	N E	5			30.34	70	69	67	72	o c	"	0	"
7	6	2	95.7	"	"	5			30.34	70	69	65	72	"	"	0	"
8	5	8	101.5	"	"	5			30.35	70	69	64	72	"	"	0	"
9	6	9	8.4	"	"	6			30.35	70	69	64	72	o c w	"	0	2
10	6	1	14.5	"	N E by E	5-6			30.35	70	69	66	72	"	"	0	"
11	5	6	20.1	"	"	5			30.36	70	69	66	72	o c d	"	0	"
Mid.	6	9	27	"	"	5-6			30.36	69	69	66	72	"	"	0	"

4—25

under the command of Commander Louis Kempff, U. S. Navy,

Saturday, November 9th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Fresh Westerly & A.M. Cloudy & damp. Passing showers of fine mist. Light airs to moderate breeze from N.W. to N.by W. Barometer nearly steady. On course S.by W. under all sail to top gallant sails, except main royal and spanker. At 2 O'Clock hauled up weather clew of mainsail. Clouds moving to E.N.E. Smooth to moderate Sea.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Cloudy, light passing showers. Moderate breeze from N.by W. to N.N.E. Barometer nearly. Moderate Sea. Steering a course S.W.by W. (C.) under square sail to top gallant sails (except weather clew of mainsail) jib & fore topmast Staysail. At 4.20 set royals & flying jib. Sighted a Ships Sailing to the S.E. and W.

J. H. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian. Overcast. Light drizzling showers. First hour Deep Sea lead from N.N.E. Fresh breeze from N.E.by N. to N.E. Steering Course S.W.by W. under all sail except weather clew of mainsail, mainsky sail, Spanker & mizzen topsail until 10 when took in flying jib & fore topmast Staysail at 10.30 set mizzen topsail. By order of the Commanding Officer Fifth Medbot (App. 5 Class) was restricted to the limits of the quarter deck until further orders for persistent disregard of the regulations of the Ship.

J. C. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy. Stiff breeze from N.E. to N.E.by E. Barometer steady. Steering a course.

W. H. W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast and cloudy. Stiff breeze from N.E. On course N.by W. Moderate following Sea. No change in Sail.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Overcast to cloudy with occasional light drizzle last part of watch. Stiff breeze from N.E. to N.E.by E. Barometer nearly steady. On course S.by W. at 9 P.M. hauled up mainsail. Lightning to W. Moderate Sea from N.E.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—20.

LOG of the UNITED STATES Ship "Ella" Steam Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	4	9															
1	6	0	33.0	SW by W	NE by E	5			30.36	69	68	66	73	b c a	Cum Nimb	2	M
2	6	3	39.3	"	"	5			30.36	69	68	65	73	"	"	2	"
3	7	1	46.4	"	"	5-6			30.35	70	69	66	73	b c	"	8	"
4	6	6	53.0	"	"	5			30.35	70	69	66	73	"	"	3	"
5	7	0	60.0	"	"	5			30.34	70	69	67	73	"	"	3	"
6	5	0	65.0	"	"	4			30.34	70	69	67	73	"	"	1	"
7	6	0	71.0	"	"	4-5			30.35	70	68	66	73	"	"	3	"
8	5	7	76.7	"	"	5			30.35	71	69	67	74	"	"	4	"
9	5	4	81.1	"	"	4			30.36	71	69	67	73	"	Cir Cumst	"	"
10	5	3	86.4	"	"	4			30.38	72	70	67	73	"	Cum	4	"
11	5	8	93.2	"	"	5			30.38	71	71	68	73	"	"	3	"
Noon.	6	6	99.8	"	"	5			30.37	71	71	68	73	"	"	2	"

149.7 Distance by Log.

Course and distance made good since preceding noon by observations, SW ½ S 147 knots, tenths.

Position at Noon:
- Latitude by D. R. 28° 58.9" N
- Longitude by D. R. 32° 26.0" W
- Latitude by observations of ☉ 29° 03.4" N
- Longitude by chronometer from Forenoon Observations of ☉ 32° 34.6" W

Position at 8 A. M.
- Latitude by D R 29° 17.1" N
- Longitude by Equation ☉ 32° 30.6" W

Position at 8 P. M.
- Latitude by D R 28° 35.8" N
- Longitude by PM Observation ☉ 28° 00.4" W

Current during the time, 3/12 knots tenths per hour, setting to the NW by W ½ W

Error of the Compass by Azimuth ☉ observed at 8½ A.M. ship's head SW by W 21° 30' W
Deviation of the Compass by Azimuth ☉ observed at 8½ A.M. ship's head SW by W 1° 30' W variation used, 20° W
Error of the Compass by Azimuth ☉ observed at 3½ P.M. ship's head SW by W 20° 16' W
Deviation of the Compass by Azimuth ☉ observed at 3½ P.M. ship's head SW by W 0° 16' W variation used, 20° W

Water expended during the preceding 24 hours, 400 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1100 "
Coal consumed during the preceding 24 hours, tons, lbs.
Coal remaining on hand at Noon, 87 " 2232 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	3	6	102.4	SW ½ W	NE	5			30.35	72	71	68	73	b c	Nimb Cum	3	M
2	5	4	107.8	"	"	5-6			30.34	72	71	68	73	"	"	4	"
3	6	4	113.8	"	NE by N	6			30.34	72	71	69	73	"	"	4	"
4	6	3	119.6	"	NE	6			30.33	74	73	71	73	"	"	5	"
5	6	3	125.9	"	"	5			30.33	72	71	71	74	"	"	5	"
6	5	7	131.6	"	"	5			30.33	72	73	69	74	"	"	4	"
7	5	5	137.1	"	"	5			30.34	72	72	69	74	"	"	4	"
8	5	7	142.8	"	NE by E	5			30.34	72	72	68	74	"	"	5	"
9	5	5	148.3	"	"	4			30.35	72	72	68	74	"	"	7	8
10	5	1	153.4	"	"	4			30.36	72	72	68	74	"	"	6	"
11	5	3	158.7	"	"	4			30.37	71	71	67	74	"	"	8	"
Mid.	5	1	163.8	"	"	4			30.37	71	71	67	74	"	"	7	"
	64	0															

4-26

under the command of Commander Louis Kempff, U. S. Navy,

Sunday, November 7th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy light drizzle first part of watch, clearing after part. Clouds passing over. Moon & Stratus. NE Upper W. Stiff to fresh Breeze from NE by E. Barometer steady then falling. Steering a Course SW by W under Square sail to Royals (except Mainsail) and Jib. Moderate Swell from NE Ship rolling deeply at times.

J. H. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy & pleasant. Moderate to fresh breeze from N E by E. Moderate Sea. On Course SW by W under Jib and all Square Sail, except Mainsail.

L. L. Luby,
Lieutenant USN

From 8 A.M to Meridian. Weather cloudy but pleasant. Moderate to stiff breeze from NE by E. at 9.30 the Commanding Officer inspected the Ship's crew at quarters after which held Divine Services. Ship under Sail above Steering a Course.

W. S. Whiteley
Lieutenant U.S.N.

From Meridian to 4 P.M. Fair and pleasant. Stiff and fresh N E by E breezes. at 12.45 Changed course to S 80 W (p.c) by order of Commanding Officer. at 2.30 Set Clew Clew of mainsail. Bound N E by Sea.

R. T. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Cloudy and pleasant fresh N E by E breeze shifting last hour to N E by E. Barometer nearly steady. On Course S W 3/4 W. Banded up mainsail at 6 O'Clock. Long following Sea.

L. McNamee
Ensign U.S.N.

From 8 P.M to Midnight. Clear and pleasant Moderate breeze from N E by E. Barometer rising then steady. Smooth Sea. Steering a course S W 3/4 W under Square Sail to Royals (except mainsail) and Jib.

J. H. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard.
Lieutenant U.S.N. Navigator.

4—209

LOG of the UNITED STATES Ship "Essex" Class Rate,

Making passage from Funchal Madeira, to St Thomas W I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in Inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	6	0															
1	5	7	74.0	SW 3/4 W	NE by E	4			30.35	70	71	67	73	b c w	Cum Strat	5	
2	5	0	79.0	"	E & E	4			30.34	70	71	67	73	"	"	5	
3	5	0	84.0	"	"	4			30.32	70	71	67	73	"	"	6	
4	5	4	89.4	"	NE by E	4			30.32	70	71	67	73	"	"	5	
5	5	1	95.1	"	"	4			30.32	70	71	67	73	b c.	Cum	5	
6	4	9	100.0	"	"	4			30.33	70	71	67	73	"	"	6.	
7	5	3	5.3	"	"	4			30.34	71	70	66	73	"	Cir Cum	6	
8	8	7	10.5	"	"	4			30.35	70	69	66	74	"	"	7	
9	5	1	15.6	"	"	4			30.36	71	70	66	74	"	"	7	
10	5	6	21.2	"	"	4			30.37	72	70	67	74	"	"	8	
11	5	4	26.6	"	"	4			30.38	74	71	67	74	"	"	8	
Noon.	5	3	31.9	"	"	4			30.37	75	72	67	74	"	"	8	

135.1 Distance by log.

Course and distance made good since preceding noon by observations, S by E 130 knots, tenths.

Position at Noon:
- Latitude by D. R. 27 ° 14 . 30 " N
- Longitude by D. R. 23 ° 51 . 12 " W
- Latitude by observations of ⊙ 27 ° 13 . 39 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 23 ° 54 . 15 " W

Position at 8 A. M.
- Latitude by D. R. 27 ° 37 . 24 " N
- Longitude by forenoon observation ⊙ 23 ° 41 . 15 " W

Position at 8 P. M.
- Latitude by D. R. 26 ° 42 . 09 " N
- Longitude by afternoon Observation ⊙ 24 ° 14 . 54 " W

Current during the time, 19 knots tenths per hour, setting to the N 72 W 1/2 W

Error of the Compass by Azimuth ⊙ observed at 8 A. M., ship's head S W 1/4 W 21 ° 51 . W

Deviation of the Compass by Azimuth ⊙ observed at 8 A. M., ship's head S W 1/4 W 1 ° 51 . W variation used, 20 ° . W

Error of the Compass by Azimuth ⊙ observed at 4 P. M., ship's head S W 3/4 W 21 ° 22 . W

Deviation of the Compass by Azimuth ⊙ observed at 4 P. M., ship's head 1 ° 22 . W variation used, 20 ° . W

Water expended during the preceding 24 hours, 485 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 675 "

Coal consumed during the preceding 24 hours, tons, 1680 lbs.

Coal remaining on hand at Noon, 28 " 792 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in Inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	5	0	36.9	S W 3/4 W	N E	4			30.34	72	72	67	72	b c	Cir Cum	8	M
2	4	3	41.2	"	"	3			30.33	73	72	67	74	"	"	8	"
3	4	1	45.3	"	"	3			30.32	77	73	68	74	"	"	3	"
4	4	4	49.7	"	"	3			30.32	81	80	74	74	"	"	8	"
5	4	4	54.1	"	N E by E	3			30.31	74	78	72	74	"	"	6	"
6	4	6	58.7	"	"	3			30.31	73	74	70	74	b c w	Cum Strat	4	"
7	4	5	63.2	"	E N E	3			30.31	73	73	69	74	"	"	5	"
8	4	9	68.1	"	"	3			30.32	72	72	68	74	"	"	5	"
9	4	9	73.0	"	"	4			30.35	73	72	68	74	"	"	6	"
10	5	2	78.2	"	"	4			30.35	72	72	68	74	"	"	7	"
11	5	3	83.5	"	"	4			30.35	72	72	68	74	"	"	7	"
Mid.	5	6	89.1	"	"	4			30.34	72	72	68	74	"	"	6	"
	8	4															

4—26

under the command of Commander Louis A Langley, U. S. Navy,

Monday, November 11th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M. Fair light Starlight. Moderate breeze from N.E by E and E.N.E. Steel Land N.E. On course S.W ½ W under fit and all square sail except mainsail at first. At 1 Set the Sail of mainsail and at 3.45 hauled it up.

L.A. Langley,
Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear and pleasant, with moderate breeze from N.E by E. Barometer rising at 4.30 stations fires in boilers A for distilling. Ship under sail about. Steering a course.

W.B.W Shuteley
Lieutenant U.S.N.

From 8 A.M to Meridian. Clear fine pleasant weather. Moderate breeze from N.E by E. On course S.W ½ W (½ W). At 9 + 30 set a spare flying jib and the gaff topsail as bowsail stunsails. At 9.30 mustered at quarters and instructed apprentices in seamanship. During 2nd period instructed apprentices of the watch in knotting and splicing. By order of Commanding Officer released from confinement W.J. Smith and A. Pinderton 3rd Class Stokers Their term of punishment having expired. At 10.30 mustered at all hands and read the sentence of the Summary Court Martial convened by order of the Commanding Officer for the trial of Jas Conway (C.P.) on specification of refusing to obey a lawful order of the Chief Engineer in the execution of the duties of his office to solitary confinement in double irons on bread and water and full ration every 5th day for a period of 15 days, loss of pay for 3 months amounting to 66 cts and 3 months loss of good conduct. By order of the Commanding Officer that part of the sentence relating to confinement was carried out. Commenced distilling at 10. fires under boilers A Moderate N.E by E.

R.D Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant fine weather. Moderate to gentle breezes from N.E. Barometer falling fast last Steady last part. Under sail as in previous watch. On course S.W ½ W. Exercised Apprentices at making Splice Seamanship. Distilling. Moderate steering Sea. Issued extra and small Stores to Divisions.

L.M. Hannen
Ensign U.S.N.

From 4 to 8 P.M. Clear and pleasant. Gentle breeze from N.E by E to E.N.E. Barometer steady then rising. Smooth Sea. Steering a course S.W ½ W under square sail to royals Set first mainsail fit and unpowered Port Stunsails. At 5.30 furled Starboard and Port stunsails and Unreeved at Lifting topsails. Making sail to royals after reefs. At 7.0 Set the Sail of mainsail.

J.W Jordan
Lieutenant U.S.N.

From 8 P.M to Midnight. Clear and pleasant, Light Starlight. Moderate breeze from E.N.E. Smooth Sea. Steering course S.W ½ W under fit and all square sail except weather clew of topsail reefed.

L.A. Langley
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ships "Essex". Sailing Rate,

Making passage from Funchal Madeira to St Thomas W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Tide-Sea
A. M.	5	1															
1	5	6	94.1	SW 3/4 W	E.N.E	H			30.34	72	72	69	74	fc	Cb Cum	8	d
2	5	1	99.8	"	"	H			30.32	72	72	69	74	"	"	8	"
3	H	7	4.5	"	"	3			30.31	72	72	69	74	"	"	7	"
4	5	3	9.8	"	"	3			30.32	72	72	69	74	"	"	7	"
5	H	8	14.6	"	"	3			30.31	72	72	69	74	"	"	6	"
6	H	8	19.4	"	"	3			30.32	72	72	69	74	"	"	6	"
7	5	5	24.9	"	"	H			30.33	72	72	69	74	"	"	6	"
8	5	H	30.3	"	"	H			30.34	73	72	69	75	"	Cum	5	"
9	5	5	35.8	"	"	H			30.34	73	72	69	75	"	"	5	"
10	5	6	39.4	WSW 1/4 W	"	H			30.34	74	73	70	75	"	"	5	"
11	5	3	46.4	"	"	H			30.34	74	72	70	75	"	Cum Strat	5	"
Noon.	5	8	52.2	"	"	H S			30.34	75	74	70	75	"	"	5	"

134.3 Distance by log.

Course and distance made good since preceding noon by observations, SW 3/4 S 123 knots, tenths.

Position at Noon: Latitude by D. R. 25° 34' .36" N
Longitude by D. R. 25° 08' .37" W
Latitude by observations of ⊙ 25° 33' .34" N
Longitude by chronometer from Forenoon Observations of ⊙ 25° 12' .57" W

Position at 8 A. M. Latitude by D. R. 25° 50' .54" N
Longitude by Forenoon Observation ⊙ 24° 56' .57" W

Position at 8 P. M. Latitude by D. R. 25° 04' .58" N
Longitude by Afternoon Observation ⊙ 25° 51' .25" W

Current during the time, 1/6 knots tenths per hour, setting to the NW 1/2 W

Error of the Compass by Azimuth ⊙ observed at 8 AM, ship's head SW 3/4 W 21° 30' .W
Deviation of the Compass by Azimuth ⊙ observed at 8 AM, ship's head SW 3/4 W 1° 30' .W variation used, 9° 0' .W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.
Water Distilled during the preceding 24 hours, 1400 "
Water remaining on hand fit for use at Noon, 1600 "
Coal consumed during the preceding 24 hours, 1 tons, 780 lbs.
Coal remaining on hand at Noon, 95 " 512 "

P. M.																	
1	5	6	57.8	WSW 1/4 W	E.N.E.	H			30.31	75	75	71	75	fc	Cb Cum	6	d
2	5	6	63.4	WSW 1/2 W	"	H			30.30	75	75	73	75	"	"	6	"
3	5	5	68.8	"	"	H			30.29	75	75	70	75	"	"	5	"
4	5	5	74.3	"	"	H			30.29	74	74	70	75	"	"	5	"
5	5	3	79.6	"	"	H			30.29	74	74	70	75	"	"	5	"
6	5	7	85.3	"	"	H			30.29	74	73	69	75	"	"	5	"
7	5	6	90.9	"	"	H			30.30	74	73	69	75	"	"	6	"
8	5	11	96.8	"	"	H			30.32	73	73	68	75	"	"	7	"
9	5	0	101.3	"	"	H			30.32	73	73	68	75	"	"	4	"
10	H	8	6.1	"	"	H			30.32	73	73	68	75	"	"	3	"
11	5	6	11.7	"	"	H S			30.32	73	73	68	75	"	"	3	"
Mid.	5	3	17.0	"	"	H			30.31	73	73	68	75	"	"	2	"

under the command of Commander Louis M Kingsley, U. S. Navy,

Thursday November 21st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather clear. Moderate breze from E.N.E. Barometer steady. Moon rose at 7 O'Clock P. Ships under Jet and all square sail except weather clews of mainsail.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Fair and pleasant. Moderate breezes from E.N.E. On course W.S.W. (P.C.) At 4.45 set flying Jet as fore lower Stunsails. Distilling. Moderate E.N.E. ly Sea.

R.D. Riddle
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Moderate breze from E.N.E. Steady Barometer. Under sail as at end of previous watch till 9.30 when by order of Commanding Officer changed course to W.S.W. ½ W. set Starboard Lower Stunsail. Brd quarters at 9.30 and exercised divisions as follows:- 1st Division Pistols, 2nd division Signals, 3rd division Pistols. Inboard Powder division Field Guns. After Powder division Field guns. Exercised all Apprentices of Starboard watch at marlinspike, Seamanship & Signals. Tested magazine flood Cocks & found them in good condition. By order of Commanding Officer the following punishment were carried out. Sentry 2 hrs. 5 days of Extra confinement on Bread and water for insolence & disobeying order of Superior Officer. Entire A.M. 5 days Solitary confinement, Bread and water, for "gross profanity & obscenity" Distilling. Engaged in breaking out sail room. Following Sea.

L. Mc Namee
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant. Moderate breze from E.N.E. Smooth Sea Barometer falling Steady. Steering a course W.S.W. ½ W. under Square Sail to royals. Except mainsail. Jet and impressed Lower Stunsails. At 1.30 by order Commanding Officer changed course to W.S.W. ½ W. Released Apprentices at knotting, Splicing, Signals, & Seamanship. Engaged in restowing sail room.

J.H. Dorsam.
Lieutenant U.S.N.

From 4 to 8 P.M. Fair to clear and pleasant. Moderate breze from E.N.E. Smooth Sea first half Mm long swell from N.E. Steering Course W.S.W. ½ W. under Jet and all Square Sail, Except Mainsail with Improvised Lower Stunsails both Sides. At 5.30 took in Stunsails and at 5.40 secured at trefoiling up Sails. Distilling.

J.E. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather Cloudy. Moderate breze from E.N.E. Barometer Steady. Ships rolling easily to long Swell from N.E. Distilling.

W.B.W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Sutherland
Lieutenant U.S.N.
Navigator.

4—95

LOG of the UNITED STATES Ships "Esta" Ship Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whits.	State of the Sea
A. M.	6	8															
1	6	0	238.0	W SW½W	NE by E	5-6			30.31	72	72	67	76	fc	Cir Cum	7	Lo
2	5	4	28.4	"	"	5			30.30	72	72	67	76	"	"	8	"
3	5	1	33.5	"	"	4-5			30.29	72	72	67	76	"	"	9	"
4	4	9	38.4	"	"	4			30.29	72	72	69	77	"	"	9	"
5	4	9	43.3	"	"	4			30.28	72	72	67	76	"	"	9	"
6	4	7	48.0	"	"	4			30.28	72	72	67	76	"	"	9	"
7	5	2	53.2	"	"	4			30.29	73	72	68	77	"	"	8	"
8	4	5	57.7	"	"	4			30.30	73	72	68	77	"	"	8	"
9	5	1	62.8	"	"	4			30.32	74	75	69	77	"	"	7	"
10	5	0	67.8	"	"	4			30.32	74	75	69	77	"	"	8	"
11	4	5	72.4	"	"	3			30.30	76	77	71	77	"	"	8	"
Noon.	4	8	77.2	"	"	3			30.28	78	78	71	77	"	"	8	"

134.9 Distance by Log.

Course and distance made good since preceding noon by observations, SW½W 130 knots, tenths.

Position at Noon:
- Latitude by D. R. 24° 0' 11" N
- Longitude by D. R. 26° 0' 59" W
- Latitude by observations of ⊙ 24° 0' 15" N
- Longitude by chronometer from Forenoon Observations of ⊙ 27° 0' 04" W

Position at 8 A. M.
- Latitude by D.R. 24° 0' 25" N
- Longitude by Forenoon observation ⊙ 26° 0' 50" W

Position at 8 P. M.
- Latitude by D.R. 24° 0' 03" N
- Longitude by Afternoon observation ⊙ 27° 0' 00" W

Current during the time, 16 knots tenths per hour, setting to the W N W

Error of the Compass by Azimuth ⊙ observed at 8 AM, ship's head W SW½W 21° 13' W
Deviation of the Compass by Azimuth ⊙ observed at 8 AM, ship's head W SW½W 1° 43' W variation used, 19° 30' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 75 gallons.
Water Distilled during the preceding 24 hours, 1200 "
Water remaining on hand fit for use at Noon, 2300 "
Coal consumed during the preceding 24 hours, 1 tons, 700 lbs.
Coal remaining on hand at Noon, 83 " 2052 "

P. M.																	
1	5	3	81.7	W SW½W W½N	E by N	4			30.26	77	77	70	77	fc	Cirro Cum	7	Lo
2	4	9	86.6	"	"	4			30.28	77	76	70	77	"	"	6	"
3	5	4	92.0	"	"	5			30.27	77	76	70	76	"	"	5	"
4	5	2	97.4	"	E by E	5			30.27	76	76	70	76	"	"	6	"
5	4	8	2.2	"	"	4			30.25	75	75	69	77	"	"	6	"
6	5	0	7.2	"	"	4			30.25	75	75	70	77	"	"	5	"
7	5	8	13.0	"	"	5			30.27	74	74	70	77	"	"	7	"
8	5	4	18.4	"	"	5			30.28	74	74	70	77	"	"	7	"
9	4	2	23.6	"	"	4			30.28	74	74	69	77	"	"	6	"
10	4	8	29.4	"	"	4			30.28	74	74	69	77	"	"	8	"
11	4	4	31.8	"	E by S	3			30.27	74	74	69	77	"	"	7	"
Mid.	4	0	35.8	"	"	3			30.27	74	74	69	77	"	"	8	"
	53	6															

under the command of Commander Louis S Kingsbury, U. S. Navy,

Wednesday November 13th, 18 75.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M

Clear and pleasant. Fresh to Moderate breze from N E by E. On course W S W ½ W (pc) Ship under jib and all Square sail except the Mainsail. Distilling. Fore and after boiler at Dong following sea, causing Ship to roll a good deal. Bright Starlight. Moon rose at 3 A.M.

R A Tisdale
Ensign U S N

From 4 to 8 A M

Clear and pleasant. Moderate breze from N E by E. Under jib and all Square sail except Mainsail. On course W S W ½ W. Barometer rising. Dong Sea from N E causing heavy rolling at times. Distilling.

L Mc Namee
Ensign U. S. N.

From 8 A.M. to Meridian

Clear and pleasant. Moderate to gentle breze from N E by E. Barometer falling slowly. Long Swell from N E. Steering a Course W S W ½ W under Square Sails to triple (except mainsail) jib and improved Lower Stunsails at 9.30 mustered at quarters and afterwards mustered Officers Under Divisions Secondary battery, 1st 2nd & 3rd at Seamanship. Broke out fog horn. By order of Commanding Officer changed punishment of J. A. Stewart (App 3 class) and A M Fowler (App 3 class) from solitary confinement on Bread and water to Confinement in double irons from this date. Distilling.

J W Jordan.
Lieutenant U S N

From Meridian to 4 P M

Clear and pleasant. Moderate to fresh breze from E by N & E & E. On course W S W ½ W until 1.30 when changed to W ½ W. Under jib and all Square Sail except Mainsail & improvised Stunsails, Fore side until 3 when took in port Stunsails and set port clew of mainsail. Distilling. James Conway C.M.P. was released one half hour as Spar deck in charge of Master at arms.

J. B. Luby
Lieutenant U S N.

From 4 to 8 P M

Weather clear and pleasant. Moderate to stiff breze from E N E. Barometer rising at 5 P.M. exercised Ist reefing topsails leaving the Ship under jib, and all Square Sail except weather clew of mainsail.

W S Whittelsey
Lieutenant U S N.

From 8 P M to Midnight

Clear and pleasant. Moderate to gentle breze from E N E. East. On course W ½ N (pc) At 11 hauled up Lee clew of mainsail. At 12 Stopped Distilling. Long E N E ly Sea.

Examined and found to be correct.

R A Tisdale
Ensign U S N.

John Kurtz Lieutenant U.S. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Ship Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
A. M.	5	6															
1	5	4	39.2	W ½ N	East	3			30.26	74	74	70	77	f c	Strat	6	K
2	5	5	44.7	"	E by N	3			30.24	74	74	70	77	"	"	6	"
3	5	7	46.4	"	E N E	3			30.22	74	74	70	76	"	"	5	"
4	5	8	50.2	"	"	3			30.22	74	74	70	76	"	"	8	"
5	5	5	53.7	"	"	3			30.22	74	73	70	76	"	Cum	8	"
6	5	0	56.7	"	"	2-3			30.23	74	73	70	76	"	"	8	"
7	5	2	59.9	"	E by N	3			30.25	75	73	70	77	"	"	7	"
8	5	5	63.4	"	"	2-3			30.25	75	75	71	78	"	"	7	"
9	5	1	66.5	"	"	2-3			30.27	75	75	71	78	"	"	7	"
10	4	4	70.9	"	East	3			30.28	75	76	73	78	f c s	Nimbus	5	"
11	5	5	76.4	"	"	4			30.26	75	75	71	78	"	"	5	"
Noon.	4	6	81.0	"	E by S	4			30.25	75	76	73	78	"	"	4	"

103.8 Distance by log

Course and distance made good since preceding noon by observations, W S W ½ W 108 knots, tenths.

Position at Noon:
- Latitude by D. R. 23° 47' 08" N
- Longitude by D. R. 28° 56' 10" W
- Latitude by observations of ⊙ 23° 43' 29" N
- Longitude by chronometer from Forenoon Observations of ⊙ 28° 57' 19" W

Position at 8 A. M.:
- Latitude by D.R. 23° 52' 02" N
- Longitude by forenoon observation ⊙ 28° 38' 49" W

Position at 8 P. M.:
- Latitude by D.R. 23° 33' 27" N
- Longitude by afternoon observation ⊙ 29° 3' 30" W

Current during the time, — knots tenths per hour, setting to the S by W ½ W

Error of the Compass by Azimuth ⊙ observed at 9 A M, ship's head W ½ N 21° 30' 0

Deviation of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W ½ N 2° 30' 0 variation used, 19° 00' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, 786 lbs.

Coal remaining on hand at Noon, 82 " 1117 "

P. M.																	
1	4	9	85.9	W ½ N	East	3			30.28	77	78	73	78	f c	Strat Cum	4	L
2	4	5	90.4	"	"	3			30.22	79	80	75	78	"	"	5	"
3	4	1	94.5	"	"	3			30.21	80	80	75	78	"	"	6	"
4	4	3	98.8	"	"	3			30.20	77	77	74	77	"	"	3	"
5	4	3	103.1	"	"	3			30.20	76	76	72	77	"	"	4	"
6	4	3	7.4	"	"	3			30.20	76	76	72	77	"	"	4	"
7	4	4	11.8	"	"	3			30.20	76	76	72	77	"	"	6	"
8	4	3	16.1	"	"	3			30.22	76	75	72	77	"	"	6	"
9	4	4	20.5	"	"	3			30.23	75	76	72	77	"	"	6	"
10	4	8	24.3	"	"	3			30.23	75	75	72	77	"	"	7	"
11	3	9	28.2	"	"	3			30.24	76	75	71	77	"	"	8	"
Mid.	3	7	31.9	"	"	3			30.24	76	75	71	77	"	"	8	"

under the command of Commander Louis S Kempff, U. S. Navy,

Thursday, November 14th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Rec'd write H A M:- Cloudy and pleasant. Gentle breeze from East to E by E Ch Course E by N under fit and all square sail except mainsail. At 7.30 Set the clew of mainsail. Bright Starlight. Long following Sea.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A M Clear and pleasant. Light to gentle breeze from E by E to E by N. Barometer rising. Steering a course W by N under fit and all square sail, except weather clew of mainsail. At 7.30 Set Starboard improved lower Stunsail. Swifting up Starboard lower boom, boot of gooseneck carried away, flew in mast. Pulled over boot from foot board. At 4.30 an object, apparently a Comet with a tail about 3 degrees long, was seen directly under the North Star and about 8 or 10 degrees from it.

J. H. Jordan,
Lieutenant U.S.N.

From 8 A M to Meridian Fair to clear with passing showers of rain. Light to Moderate breeze from E by N backing to E by S at end. Steering Course W by N under fit and all square sail (except Starboard clew of mainsail) and improved Starboard Stunsail. At 11.30 hauled up fore clew of mainsail. At 12 mustered and inspected at quarters and drilled fire, Sail & Repairs. Instructed after powder division in gunnery and 3rd Division in "first aid to wounded". Hauled up and lodged on deck Starboard lower cable.

J. B. Luby,
Lieutenant U.S.N.

From Meridian to 4 P M Weather fair, gentle breeze from East. Barometer falling. Engaged in overhauling the Rotor chains.

W. B. Whittemore
Lieutenant U.S.N.

From 4 to 8 P M Fair and pleasant. Gentle breeze from East. At 5.40 mustered Crew at setting topsails. Apprentices passing the Examp making square sail & to royals. Except the mainsail. Took in Lower Stunsail. On Course W by N.

R. D. Tisdale
Ensign U.S.N.

From 8 P M to Midnight Clear and pleasant. Gentle E by S breeze. No change in Sail. On Course W by N. Barometer nearly Steady. Long following Sea.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in White.	State of the Sea.
A. M.	5	8															
1	3	1	35.6	W ½ N	E by E	3			30.24	78	75	71	77	b c	Cu Cum	9	Mo
2	3	1	38.1	"	S E	3			30.23	78	75	71	77	"	"	9	"
3	2	8	41.5	"	"	2			30.21	74	75	71	77	"	"	8	"
4	2	8	44.3	"	"	2			30.20	74	74	71	77	"	"	8	"
5	2	4	46.1	"	"	2			30.21	78	74	71	77	"	"	8	"
6	1	6	48.3	"	"	1-2			30.21	74	74	71	77	"	Cir Cum	6	"
7	2	0		"	E S E	1-2			30.22	74	74	71	77	"	"	7	M
8	2	0		"	E by S	1-2			30. 22	78	75	72	77	"	"	8	"
9	2	3		"	E by N	2			30.24	78	76	72	77	"	"	6	"
10	1	9		"	"	1-2			30.25	76	76	73	77	"	"	6	"
11	2	5		"	"	2			30.25	78	79	74	77	"	"	7	"
Noon.	2	4		"	"	2			30.24	79	79	74	77	"	"	7	"

30.3 Distance by Log.

Course and distance made good since preceding noon by observations, W N W 7/8 W 84 knots, tenths.

Position at Noon:
- Latitude by D. R. 23° 20' 59" N
- Longitude by D. R. 30° 26' 15" W
- Latitude by observations of ⊙ 23° 23' 12" N
- Longitude by chronometer from Forenoon Observations of ⊙ 30° 26' 00" W

Position at 8 A. M.
- Latitude by D R 23° 23' 29" N
- Longitude by Forenoon Observation ⊙ 30° 18' 12" W

Position at 8 P. M.
- Latitude by D R 23° 15' 36" N
- Longitude by D R 30° 55' 25" W

Current during the time, 1/2 knots tenths per hour, setting to the North

Error of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W ½ N 21° 15' W

Deviation of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W ½ N 2° 45' W variation used, 18° 30' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 480 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2150 "

Coal consumed during the preceding 24 hours, tons, 700 lbs.

Coal remaining on hand at Noon, 52 " 1572 "

P. M.																	
1	2	1	51.0	W ½ N	East	2			30.22	79	78	74	78	b c	Cu Cum	7	M
2	3	3	54.3	"	"	3			30.21	81	78	73	78	"	"	6	"
3	3	8	57.1	"	"	3			30.21	83	78	73	78	"	"	6	"
4	3	5	61.6	"	"	3			30.20	77	77	72	78	"	"	5	"
5	3	7	65.3	"	"	3			30.20	76	76	72	78	"	"	5	"
6	3	8	69.1	"	N E	3			30.20	76	76	72	78	"	"	4	"
7	3	5	72.6	"	"	3			30.24	76	76	72	77	b c p	"	4	"
8	3	4	76.0	"	"	3			30.26	76	76	72	77	"	"	4	"
9	4	6	80.6	"	E N E	3			30.26	76	76	71	77	b c	Cum Strat	5	"
10	4	6	85.2	"	"	4			30.26	75	75	71	77	"	Cu Cum	7	"
11	4	7	89.9	"	N E by N	4			30.26	75	76	71	77	"	"	7	"
Mid.	4	8	94.7	"	"	4			30.26	75	75	71	77	"	"	6	"
	46	0															

4—250

under the command of Commander Louis Kempff, U. S. Navy,

Friday November 15th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M

Clear and pleasant. Gentle to light breeze from E & E. to S E. Barometer falling. Steering a course W ½ N under fit and Square Sail to royals & kept mainsail. At 2.30 Set lee clew of mainsail.

J. W. Jordan.
Lieutenant U. S. N.

From 4 to 8 A M

Clear and pleasant. Light airs to light breeze from S East first hauling to E by S last four. Steering course W ½ N under fit and all square Sail except port clew of mainsail. At 7.30 Set pettimproved Stunsail and hauled up mainsail. At 8 hauled in pet log.

J. B. Luby
Lieutenant U. S. N.

From 8 A M to Meridian

Weather clear and pleasant with light breeze from E by S. Barometer Steady. At 9.30 Mustered crew at quarters & ran out Station bill. Then secured cleaning ship for action, after which cast loose the battery and exercised at General Quarters. Division ready in 7 minutes and 20 Seconds. Secured at 10.0.

W. S. W. Whittlesey
Lieutenant U. S. N.

From Meridian to 4 P M

Fair and pleasant. Light to gentle breeze from East. At 1 O'clock set gaff topsail as Starboard lower Stunsail. At 1.30 secured crew at fire quarters and Stations for abandon Ship. By Course W ½ N (p.c.) found the watch and the barometer of hypsometer broken. Moderate Ely Sea.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 P M

Fair and pleasant. Gentle breeze from East. Barometer rising. On course W ½ N. At 5.30 took in both Stunsails and 5.45 secured at keeping to sails & turn making sail again to royals. Light drizzle, sun very much clouds passing over latter part of watch. At 6 O'clock Set lee clew of mainsail. Moderate Sea from East.

L. M. Nanney
Ensign U. S. N.

From 8 P M to Midnight

Clear and pleasant. Gentle to moderate breeze from E by E to N E by N. Barometer steady. Smooth Sea. Steering a course W ½ N under fit and all Square Sail except weather clew of mainsail. At 10.30 Set Main and Mizzen top mast staysails, & lying fit, and weather clew of mainsail.

J. W. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John Gibbons
Lieutenant U. S. N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clouds, by figures.	State of the Sea.
A. M.															Cir		
1	4	9	99.6	W½N	NE	4			30.26	74	74	70	77	fc	Cum Str	8	S
2	4	4	4.0	"	"	3			30.24	74	74	70	77	"	"	8	"
3	4	9	8.9	"	"	4			30.23	74	74	70	77	"	"	7	"
4	5	6	14.5	"	"	4			30.21	74	74	71	77	"	"	7	"
5	6	0	20.1	"	"	4			30.21	75	74	71	77	"	"	8	"
6	6	2	26.9	"	NE by E	5			30.22	75	74	71	77	"	"	6	"
7	6	4	33.3	"	"	5			30.23	75	74	71	77	"	"	8	"
8	6	2	39.5	"	ENE	5			30.25	75	75	71	77	"	"	8	"
9	6	2	45.7	"	NE by E	5			30.26	75	75	71	78	"	"	8	"
10	6	3	52.0	"	ENE	4			30.26	75	75	71	78	"	"	8	"
11	6	3	58.3	"	"	5			30.24	76	76	72	77	"	"	8	"
Noon.	6	6	64.9	"	"	5			30.20	76	77	72	77	"	"	8	"

116. ℔ Distance by log.

Course and distance made good since preceding noon by observations, WNW 87.0 — 130 knots, tenths.

Position at Noon:
- Latitude by D. R. — 32° 53' .06" N
- Longitude by D. R. — 30° 31' .54" W
- Latitude by observations of ☉ — 32° 50' .44" N
- Longitude by chronometer from Forenoon Observations of ☉ — 30° 31' .16" W

Position at 8 A. M.
- Latitude by D R — 32° 59' .12" N
- Longitude by Forenoon Observation ☉ — 30° 04' .24" W

Position at 8 P. M.
- Latitude by D R — 32° 38' .30" N
- Longitude by D. R — 30° 25' .04" W

Current during the time, 1/12 knots tenths per hour, setting to the North.

Error of the Compass by Azimuth ☉ observed at 8 am, ship's head W½N — 19° 55' .00"

Deviation of the Compass by Azimuth ☉ observed at 8 am, ship's head W½N — 20 10 .00 — variation used, 17° 45' .00"

Error of the Compass by Azimuth ☉ observed at , ship's head — ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head — ° ' — variation used, ° '

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1770 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 82 tons 15 72 "

P. M.																	
1	6	2	71.1	W½N.	ENE.	5			30.22	77	76	72	77	fc	Cir Cum	6	M
2	6	2	77.3	"	"	5			30.22	77	76	72	77	"	Cum Strat	5	"
3	6	2	83.5	"	"	5			30.20	76	76	72	77	"	Cum Strat Nimbus	4	"
4	6	4	89.9	"	"	5			30.19	76	76	72	77	fcd	"	2	"
5	6	6	96.5	"	"	5			30.21	75	75	72	77	fc	"	4	"
6	6	8	3.3	"	"	5			30.21	75	75	71	77	"	"	5	"
7	6	6	9.9	"	"	5			30.23	75	75	71	77	"	"	5	"
8	6	2	16.1	"	"	5			30.24	75	75	72	77	"	Cir Cum Nimbus	6	"
9	6	5	22.6	"	NE by E	5			30.26	75	75	72	77	fcp	"	7	"
10	6	6	29.2	"	"	5			30.25	75	75	72	77	fc	"	6	"
11	7	5	36.7	"	"	6			30.25	75	75	71	77	"	"	7	"
Mid.	7	1	43.8	"	ENE	6			30.24	75	75	71	77	"	"	7	"
	78	9															

4—25

under the command of Commander Louis Kingsley, U. S. Navy,

Saturday November 16th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Commenced and ended 4 A M. Clear and pleasant light Starlight. Fresh to moderate breeze from N E. Steering Course W by N under all plain sail except fore top mast Stay sail and Spanker. At 12.50 took in and furled mizzen top sail.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 A. M. Western Sea. Stiff breeze from N E to E by N E. Barometer rising. Engaged in scrubbing Hammocks.

W. H. Chambers
Lieutenant U.S.N.

From 8 A M to Meridian. Clear, fine, pleasant weather. Stiff E by N breeze. Course W by N (p.c.). At 9. Set & off top sail & Starboard bower Stunsail, and mizzen top sail, took in flying jib and main top mast stay sail. At 11 hauled up foresail, took in Starboard clew of Starboard sail, and took in mizzen top mast stay sail. Moderate E N E by Sea & Swell.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P M. Clear and pleasant to cloudy with light breeze at end of watch. On course W by N under all Square Sail except weather clew of mainsail, set and Starboard lower stunsail set. Stiff breeze from E by E. At 3.30 piped down wind sail and hammocks. Moderate Sea from E N E.

L. McNamara
Ensign U.S.N.

From 4 to 8 P. M. Clear and pleasant. Stiff breeze from E by E. Barometer rising. Steering a course W by N (p.c.) under jib and all Square Sail except weather clew of mainsail and improvised lower Stunsail. At 5.30 took in in Stunsails and clewed up & furled topsails.

J. J. Jordan
Lieutenant U.S.N.

From 8 P M to Midnight. Fair to clear light Starlight. Light passing showers first hour. Fresh breeze from E by S & E N E. Steering Course W by N under jib and Square Sail except Starboard clew of mainsail.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Lubbock
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Essex" Thro' Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Ocean Current, in Miles.	Stated Ship-Sea
	78	9															
A. M.																	
1	6	9	50.1	W ½ N	E N E	5			30.24	76	75	71	77	b c	Cirro Strat	6	20
2	6	3	57.0	"	"	5			30.23	75	75	71	77	"	"	5	"
3	6	1	63.1	"	"	5			30.22	75	75	71	77	"	Cirro Strat	7	"
4	6	0	69.1	"	"	4-5			30.22	75	75	71	77	"		8	"
5	5	8	74.9	"	"	4-5			30.21	75	75	71	77	"	"	8	"
6	6	2	81.1	"	"	5			30.21	75	75	71	77	"	"	7	"
7	6	1	87.2	"	"	5			30.22	75	71	71	77	"	"	8	"
8	7	3	94.5	"	E by N	5-6			30.24	75	74	74	78	"	Cirro	8	"
9	7	0	1.5	"	"	5-6			30.23	76	76	72	78	"	Cir Cumb	"	"
10	6	9	9.4	"	"	5			30.26	77	77	73	78	"	Strat Cum	7	"
11	7	2	16.6	"	"	5-6			30.25	75	74	73	78	b c p	"	6	"
Noon.	7	8	23.4	"	E N E	5-6			30.22	76	75	73	75	b c	Cir Cum	6	"

158.5 Distance by Log.

Course and distance made good since preceding noon by observations, W ¾ S W 7/8 W 163 knots, tenths.

Position at Noon:
- Latitude by D. R. 22° 12' 14" N
- Longitude by D. R. 35° 17' 41" W
- Latitude by observations of ⊙ 22° 11' 06" N
- Longitude by chronometer from Forenoon Observations of ⊙ 35° 22' 34" W

Position at 8 A. M.
- Latitude by D R 22° 21' 14" N
- Longitude by Forenoon observation ⊙ 34° 52' 51" W

Position at 8 P. M.
- Latitude by D R 21° 56' 14" N
- Longitude by Afternoon observation ⊙ 36° 27' 09" W

Current during the time, S ¼ W knots tenths per hour, setting to the S W ¾ W

Error of the Compass by Azimuth ⊙ observed at 8 P M, ship's head W ½ N 20° 50' W

Deviation of the Compass by Azimuth ⊙ observed at 8 P M, ship's head W ½ N 3° 50' W variation used, 17° 00' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 436 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1334 "

Coal consumed during the preceding 24 hours, tons, 630 lbs.

Coal remaining on hand at Noon, 8 " 442 "

P. M.																	
1	6	6	30.0	W ½ N	N E	5-6			30.22	74	74	73	78	b c p	Cirro Cum	2	20
2	8	0	38.0	"	"	5-8			30.19	74	74	72	78	"	"	3	"
3	7	7	45.7	"	"	6-7			30.19	74	74	72	77	b c	"	4	"
4	8	0	53.7	"	East	6-7			30.19	75	74	72	77	b c p	"	2	"
5	7	4	61.1	"	"	6			30.19	75	74	72	77	b c	"	3	"
6	7	8	68.9	"	"	6-7			30.19	74	74	72	77	b c d	"	4	"
7	7	7	76.6	"	"	6-7			30.20	74	74	71	77	"	"	4	"
8	8	0	84.6	"	"	5-7			30.22	74	74	71	77	b c p q	"	5	"
9	7	7	92.3	"	"	5-7			30.24	74	74	72	77	"	"	4	R
10	7	4	99.7	"	E N E	6			30.24	74	74	72	74	"	"	3	"
11	8	3	8.0	"	"	6			30.24	74	74	71	77	b c	"	5	"
Mid.	7	7	15.7	"	"	6			30.24	74	74	71	77	"	"	6	"
	94	2															

under the command of Commander Louis Kingsley, U. S. Navy,

Sunday November 17th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather clear and pleasant, with stiff breeze from E by E. Barometer falling. Ship under fit and all Square Sail, except in rather close of main sail. Steering a Course.

W B Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant. Stiff E by E breeze. On course W by N (C) at 5 O'clock set the gaff topsail for a Starboard Tack Stunsail. Larg N E. Steel, Carrying Ship to till a good deal.

R. S. Crudele
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and pleasant to cloudy latter part of watch. Stiff to fresh breeze from E by N to E by E. Barometer falling. Under fit Starboard Tack Stunsail Square Sail. At 9.10 took in Stunsail to repair Jumper tackle & at 9.15 set Stunsail again. At 9.20 carried away Gaff Peak & Starboard Lower Stunsail boom. Took in Stunsail and got boom alongside. At 9.30 took in main Royal to repair foot Sheet. Setting it again at 10.00. Commanding Officer inspected Ship at Quarters at 9.30. Released from confinement by order of Commanding Officer Short T. A. App 3 Class Term period of confinement having expired. At 11.15 set Mizzen top mast Stunsail. Crossed light Breeze latter part of watch. Larg Sea from N E.

L. M. Haines
Ensign U.S.N.

Meridian to 4 P.M. Cloudy passing showers. Stiff to fresh breeze with heavy squalls from N E to E by E. Barometer falling then steady. Steering a course W by N under fit Square Sail & Royals except in rather close of main sail and mizzen top mast Stay Sail. At 1.20 both Weather Royal Sheets parted, and foot of gallant Sail split. Took in Royals and reefed Sheets. Sent down fore top gallant Sail. Sent Yard down bent new Sail, then sent yard up and set fore top gallant sail. Furled Royals & sent foot of mizzen top mast Stay sail and hauled down fit. At 3.55 took in after close of main sail.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Fair to cloudy with occasional passing showers. Fresh breeze from East. Rough heavy Sea from N E. Ship rolling very deep. Steering Course W by N. Under fore top gallant Stay Sail & Square Sail to top gallant Sails. Except main sail & Mizzen top Sail. Made everything snug about decks & put extra lashings on Boats.

J. E. Luby
Lieutenant U.S.N.

From 8 to Midnight. Weather cloudy with rain squalls during first half clearing latter half of watch. Stiff breeze to moderate gale from East to E by E. Barometer rising Rolling heavily at times. Rough Sea from N E at 10 O'clock set the close of main sail.

Examined and found to be correct.

W B Whittlesey
Lieutenant U.S.N.

John Huttard
Lieutenant U.S.N. Navigator.

4-95

LOG of the UNITED STATES Ship Ebed Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Drift of Current. Sky, in Points.	Stated Off the Sea
A. M.	07	3													Cum		
1	8	1	23.8	W ½ N	E.N.E.	6-7			30.27	74	74	71	77	bc	Strat	8	20
2	7	6	31.4	"	"	6			30.24	74	74	70	77	"	"	8	"
3	7	6	39.0	"	"	6			30.23	74	74	70	77	"	"	8	"
4	7	4	46.4	"	"	6			30.23	74	74	70	77	"	"	9	"
5	6	8	53.2	"	"	5-6			30.21	74	74	70	77	"	"	8	"
6	7	1	60.3	"	"	5-6			30.21	74	74	70	77	"	"	6	"
7	7	3	68.1	"		6			30.22	74	74	70	78	"	Cum	7	"
8	7	7	75.8	"	E by N.	6			30.23	74	74	70	78	"	Strat Cum	7	"
9	7	8	83.6	"	"	5-6			30.24	74	74	70	78	"	"	7	"
10	7	3	90.3	"	"	5-6			30.24	75	75	71	78	"	"	7	"
11	7	5	97.8	"	"	5-6			30.24	75	75	71	78	"	"	6	"
Noon.	9	5	105.3	"	"	6			30.22	76	75	71	78	bep	Cirr Strat	6	"

184.5 Distance by Log.

Course and distance made good since preceding noon by observations, W.S.W ½ W 196 knots, tenths.

Position at Noon:
- Latitude by D. R. 21° 29' 0" N
- Longitude by D. R. 38° 36' 45" W
- Latitude by observations of ⊙ 21° 24' 09" N
- Longitude by chronometer from Forenoon Observations of ⊙ 38° 45' 40" W

Position at 8 A. M.
- Latitude by D.R. 21° 35' 44" N
- Longitude by Forenoon observation ⊙ 38° 17' 00" W

Position at 8 P. M.
- Latitude by D.R. 21° 11' 53" N
- Longitude by Afternoon observation ⊙ 39° 48' 45" W

Current during the time, S ½ W knots tenths per hour, setting to the S.W by W ½ W

Error of the Compass by Azimuth ⊙ observed at A.M., ship's head W ½ N 18° 33' W

Deviation of the Compass by Azimuth ⊙ observed at A.M., ship's head W ½ N 3° 33' W variation used, 15° 00' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 432 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at Noon, 87 " 444 "

P. M.																	
1	8	0	15.3	W ½ N	E by N	6			30.22	77	76	72	78	bc	Cir Cum	6	20
2	7	3	22.6	"	"	6			30.20	77	76	72	78	"	"	6	"
3	7	6	30.2	"	"	6			30.19	78	76	72	78	"	"	6	"
4	7	0	37.2	"	"	6			30.20	78	76	72	78	"	Cum Strat	4	"
5	7	0	44.2	"	"	6			30.19	76	75	72	78	"	"	4	20
6	7	4	51.6	"	"	6			30.20	74	74	71	78	bep	"	1	"
7	6	9	58.5	"	E by N	6			30.20	75	75	70	78	bc	"	7	"
8	7	4	65.9	"	"	6			30.22	75	75	70	77	"	"	8	"
9	6	9	72.8	"	E by N	5-6			30.22	75	75	70	77	"	"	4	"
10	6	4	79.2	"	"	5-6			30.22	75	75	70	77	"	"	6	"
11	6	8	86.0	"	East	5-6			30.22	75	75	70	77	bep	"	3	"
Mid.	5	8	91.8	"	E by S	5			30.22	75	75	70	77	bc	"	6	"
	96	5															

4—221

under the command of Commander Louis Kingsley, U. S. Navy,

Norfolk, November 18th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M.

Clear and pleasant. Fresh E N E & E breezes. On course W by N (P C) under four topmast Staysail and square sail to topgallant sails, except watches, crew of mainsail Boxing and rough N E & E Sea. Moderating. Ship rolling considerably at times.

R D Tisdale
Ensign U S N.

From 4 to 8 A M:

Clear, pleasant, Fresh breezes from E N E to E by N. Barometer being Under four topmast Staysail & all square sail except watches, crew of mainsail. On course W by N Long Sea from N E Lightning to the N W. first part of watch.

L M Mann
Ensign U S N.

From 8 A M. to Meridian.

Clear and pleasant. Light passing showers last hour of watch. Barometer steady then falling. Steering a course W by N under square sail to topgallant sails, except watches, crew of mainsail and four topmast staysail. At 9 Set royals. Stiff to fresh breezes from E by N. At 11.30 hauled up the crew of mainsail to clear it. at 9.30 Mustered and inspected at quarters and afterwards drilled 1st Division Seamanship, Pronunciation 2nd Division Signals, 3rd Division Signals, Powder Division Fleet Tactics.

J H Jordan,
Lieutenant U S N.

From Meridian to 4 P M

Fair to clear. Fresh breeze from E by N. Long Sea from N E. Ship rolling deeply at times. Steering Course W by N under four topmast staysail, Full square sail & crew mainsail & mizzen topsail. Instructed Apprentices in Making Splice, Seamanship, Signals and Gunnery. By Order of the Commanding Officer. James Conway, C. M. P. was given over half watch exercise on deck in charge of Watch. At times.

J B Luby
Lieutenant U S N.

From 4 to 8 P M

Weather cloudy with heavy rain squalls during second hour of watch, clearing during last half of watch. Stiff breeze from E by N to E N E. Barometer rising. At 4 O'clock Started fires under boilers. Band Commenced practising at 4.30. At 5.15 lost sight of Royals. At 6.30 Set port crew of mainsail. Ship rolling to rough Sea from N E.

W B Whittlesey
Lieutenant U S N.

From 8 P M to Midnight

Generally fair, clouding partly, at times from E & E. Stiff breeze from E by N to E by S. On Course W by N (P C) At 11 Hauled in crew of mainsail. Long Ch E & Swell. Distributing.

R D Tisdale
Ensign U S N.

John A Bustard
Lieutenant U S N. Navigator.

Examined and found to be correct.

4—20

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Funchal Madeira to St Thomas W. I

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
A. M.	8	5															
1	6	3	98.1	W½N	E by N	5-6			30.23	75	74	72	77	bc	Cu Strat	5	Lo
2	6	6	4.7	"	"	5-6			30.22	75	74	72	77	"	"	6	"
3	6	8	11.5	"	East	5-6			30.22	75	74	71	77	"	"	6	"
4	6	5	18.0	"	"	5-6			30.20	75	74	71	77	"	"	7	"
5	6	0	24.0	"	"	5-6			30.20	75	74	71	77	bcp	"	7	"
6	6	8	30.8	"	E by N	5-6			30.21	75	74	71	77	bc	"	6	"
7	7	0	37.8	"	"	6			30.21	75	74	71	77	"	"	6	"
8	7	2	45.0	"	"	6			30.21	74	75	72	78	"	"	6	"
9	6	9	51.7	"	East	6			30.24	75	74	72	78	"	Cir Cu	8	"
10	6	1	57.8	"	"	6			30.24	76	75	73	78	"	Cu Strat	4	"
11	5	7	63.5	"	"	5			30.23	76	76	73	78	bcp	"	3	"
Noon.	6	1	71.6	"	"	5			30.22	77	76	73	78	bc	"	7	"

167.5 Distance by log

Course and distance made good since preceding noon by observations, W 7/8 S 168 knots, tenths.

Position at Noon:
- Latitude by D. R. 20° 50' .3" N
- Longitude by D. R. 41° 40' .09" W
- Latitude by observations of ⊙ 20° 50' .4" N
- Longitude by chronometer from Forenoon Observations of ⊙ 41° 42' .15" W

Position at 8 A. M.:
- Latitude by D R 20° 55' .29" N
- Longitude by forenoon observation ⊙ 41° 14' .21" W

Position at 8 P. M.:
- Latitude by D R 20° 40' .54" N
- Longitude by afternoon observation ⊙ 42° 55' .30" W

Current during the time, 1/12 knots tenths per hour, setting to the W 7/8 N

Error of the Compass by Azimuth ⊙ observed at 8 AM, ship's head W½N 17° 27' W

Deviation of the Compass by Azimuth ⊙ observed at 8 AM, ship's head W½N 3° 27' W variation used, 14° 00' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 869 "

Water remaining on hand fit for use at Noon, 1567 "

Coal consumed during the preceding 24 hours, 1 tons, 980 lbs.

Coal remaining on hand at Noon, 80 " 1702 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
P. M.																	
1	6	6	78.2	W½N	E by N	5			30.20	78	76	74	78	bcp	Cu Strat	5	Lo
2	6	8	85.0	"	"	5			30.19	78	76	74	78	bc	"	4	"
3	6	6	91.6	"	"	5			30.18	78	76	74	78	"	"	4	"
4	5	9	97.5	"	East	4-5			30.18	78	76	74	78	bcp	"	3	"
5	6	8	4.3	"	"	5			30.19	76	75	73	78	bc	"	3	"
6	6	0	10.3	"	"	5			30.20	76	75	73	78	bcp	"	3	"
7	7	4	17.7	"	"	6			30.24	76	75	73	78	"	"	3	"
8	5	1	24.8	"	"	6-4			30.24	76	75	73	78	"	"	5	"
9	6	7	29.5	"	"	5			30.23	75	75	72	78	"	"	3	"
10	6	3	35.8	"	"	5			30.23	76	75	72	78	bc	"	7	"
11	5	9	41.7	"	"	5			30.24	75	75	72	77	"	"	6	"
Mid.	5	8	47.5	"	E by N	4			30.23	76	74	72	77	bcp	"	4	"

under the command of Commander Louis Kingsley, U. S. Navy,

Tuesday, November 19th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M.

Clear & pleasant, fresh breeze from E by N to East. Barometer falling. Under fore t'gmast staysail & del. square sail to t'gallant sails. Wkept manned. On course W ½ N. At 1 O'clock Set port clew ½ maintopsail & at 3 O'clock took it in. Long sea from N E Distilling.

L. M. Nagle
Ensign U.S.N.

From 4 to 8 A.M.

Pleasant weather, light passing shower first hour of watch. Stiff to fresh breeze from E to E by N. Barometer steady. Long swell from N.E. Ships rolling deeply at times. Steering a course W ½ N under fore t'gmast staysail and square sail to t'gallant sails except main sail. At 6.00 set royals. At 6.30 port clew of main royal carried away at topsail, and split up the earth. Got new fulled main royal, and sent yard on deck to bend new royal. Distilling.

Jas. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Partly cloudy with light passing showers third hour. Fresh breeze from East. Long sea from E.N.E. Ships rolling deeply at times. Steering course W ½ N under fore t'gmast staysail & square sail to royals & except mainsail & main royal. At 8.45 crossed main royal yard & set main royal. At 9.30 mustered and inspected at quarters & dressed Apprentices 1st division pistols & signals, 2nd division setting up drill & signals forward & aft, powder divisions, signals, 3rd division signals. Found magazines flood cocks and found in good condition.

J. B. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M.

Weather fair & grading up toward end of watch, with light rain squalls last hour. Moderate to stiff breeze from E by N to E. Set. Barometer falling. Exercised Apprentices of watch at Target Practice & Hooks. Distilling.

W. B. McWhorter
Lieutenant U.S.N.

From 4 to 8 P.M.

Rain & light passing rain & rainy squalls. Stiff to moderate breeze from East. On course W ½ N. At 5.30 P.M. in & furled royal. Moderate Ely Swell. Distilling. Moonlight.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear & pleasant, cloudy at intervals, cold light rain near end of watch. Moderate to fresh breeze from East to E by N. Barometer steady. On course W ½ N. No change in said. Distilling.

L. M. Nagle
Ensign U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Thro Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.																	
1	6	0	53.5	W ½ N	E by S	6			30.11	73	73	71	77	b c p	Cumu Strat	3	L
2	5	4	58.9	"	East ½ N	5			30.21	73	73	71	77	"	"	2	"
3	4	7	63.6	"	"	5			30.19	73	73	71	77	"	"	4	"
4	4	7	68.3	"	East	5			30.18	73	73	71	77	b c	"	6	"
5	5	9	74.2	"	"	5			30.18	74	74	71	77	"	"	6	"
6	6	3	80.5	"	"	5 6			30.19	75	74	71	77	b c p	"	5	"
7	6	6	87.1	"	E by S	5 6			30.20	74	74	71	77	b c	"	6	"
8	6	5	93.6	"		5 6			30.22	75	75	72	78	"	"	7	"
9	6	9	100.5	"	E by S	5 6			30.23	76	75	73	78	b c p	"	7	"
10	6	0	6.5	"	"	5			30.25	77	76	74	78	b c	"	7	"
11	5	8	12.3	"	"	5			30.25	78	77	74	78	"	"	7	"
Noon.	7	3	19.6	"	"	5			30.24	79	78	75	78	"	"	7	"

146.0 Distance by log.

Course and distance made good since preceding noon by observations, W 9/8 S 153 knots, tenths.

Position at Noon:
- Latitude by D. R. 20 ° 24 . 12 " N
- Longitude by D. R. 44 ° 17 . 09 " W
- Latitude by observations of ⊙ 20 ° 25 . 03 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 44 ° 24 . 18 " W

Position at 8 A. M.
- Latitude by D R 20 ° 23 . 42 " N
- Longitude by Forenoon Observation ⊙ 43 ° 57 . 48 " W

Position at 8 P. M.
- Latitude by D R 20 ° 16 . 33 " N
- Longitude by Afternoon Observation ⊙ 45 ° 19 . 25 " W

Current during the time, 11 knots tenths per hour, setting to the W 5/8 N

Error of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head W ½ N 15 ° 43 . 20

Deviation of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head W ½ N 3 ° 43 . 20 variation used, 19 ° 00 W

Error of the Compass by Azimuth ⊙ observed at 4 P.M., ship's head W ½ N 14 ° 10 . 20

Deviation of the Compass by Azimuth ⊙ observed at 4 P.M., ship's head W ½ N 2 ° 40 . 20 variation used, 17 ° 30 W

Water expended during the preceding 24 hours, 43½ gallons.

Water Distilled during the preceding 24 hours, 1333 "

Water remaining on hand fit for use at Noon, 2268 "

Coal consumed during the preceding 24 hours, 1 tons, 280 lbs.

Coal remaining on hand at Noon, 19 " 1422 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1	6	4	26.0	W ½ N	East	5			30.22	80	78	75	80	b c	Nimbus	7	L
2	6	9	32.9	"	E by N	5			30.21	79	78	76	79	"	"	6	"
3	6	2	39.1	"	"	5			30.19	80	78	75	79	"	"	7	"
4	6	1	45.2	"	"	5			30.19	81	79	76	79	"	"	7	"
5	6	4	51.6	"	"	5			30.19	80	78	75	79	"	"	7	"
6	6	6	58.2	"	East	5			30.19	77	76	74	79	b c p	"	5	"
7	6	7	64.9	"	"	5			30.19	77	76	74	79	b c	"	6	"
8	6	4	71.3	"	"	5			30.20	77	76	74	79	"	"	7	"
9	6	7	78.0	"	"	5			30.22	78	76	74	79	"	"	7	"
10	6	8	84.8	"	"	5			30.22	78	77	75	79	"	"	6	"
11	6	7	91.5	"	"	5			30.22	77	77	75	79	"	"	6	"
Mid.	7	0	98.5	"	"	5			30.21	77	77	75	79	b c p	"	5	"

4—255

under the command of Commander Louis Kingsley, U. S. Navy,

Wednesday, November 26th, 1862.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy weather occasionally clearing passing rain squalls. Moderate breeze south Stiff to fresh squalls from E by S to E by N. Barometer falling slowly. Long Swell from N. E. Steering a course W ½ N under Square Sail to top gallant Sails (Except main sail) and fore topmast Staysail.

J. T. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Partly cloudy light passing Shower second hour. Fresh breeze from East and E by N. Long Swell from N. E. Steering Course W ½ N. under fore topmast Staysail & Square Sail to top gallant Sails (Except mainsail) At 6.15 Set foot Close of mainsail and Royals. Distilling.

J. C. Lundy,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather clear except fair squall during first hour of watch. Stiff to fresh Breeze from E by S. At 9.30 mustered crew at Quarters after which cleared & repeatedly thoroughly and after parts of the Crew at Sailing and making Sail on the main. Distilling. Set clock back 7 minutes & Observed 11 h 17 m Clock.

W. B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Fair and pleasant. Stiff Breeze from East to E by N. Course W ½ N (p.c.). No change in Sail. Distilling.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Fair to cloudy with occasional light drizzle first part of watch. Stiff Easterly Breeze & Steady Barometer at 5.30 reduced all sail to topsails and took in and furled mainsail and Royals. Distilling.

L. M. Nauman
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Stiff Breeze from East. Barometer Steady. Steering a Course W ½ N. under Square Sail to top gallant Sails (except Mainsail) and fore topmast Staysail.

J. T. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26.

LOG of the UNITED STATES Ship "Essex" Thos Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.	13	9															
1	6	1	5.2	W ½ N	E by N	5			30.19	76	76	74	78	b c. p	Nimbus 3	4	
2	6	6	11.8	"	"	5			30.18	76	76	74	78	"	"	7	"
3	6	7	18.5	"	"	5			30.17	75	75	74	78	"	"	6	"
4	7	0	25.5	"	"	6			30.16	76	75	74	78	"	"	6	"
5	5	7	30.7	"	"	4			30.16	76	75	74	78	b c	"	7	"
6	6	1	36.8	"	"	4-5			30.16	76	75	74	79	b c p	"	6	"
7	6	0	42.8	"	East	4-6			30.17	75	75	74	78	"	"	5	"
8	6	8	49.6	"	"	4-6			30.19	75	75	74	79	"	"	4	"
9	6	6	56.2	"	"	5			30.19	75	75	74	79	b c	"	4	"
10	6	9	63.1	"	"	5			30.19	77	76	75	79	b c p	"	4	"
11	7	1	70.2	"	"	5-6			30.19	78	77	75	79	b c	"	3	"
Noon.	7	8	78.0	"	"	5-6			30.19	78	77	75	79	b c p	"	2	"

168.4 Distance by Log.

Course and distance made good since preceding noon by observations, W ½ N 8 16 knots, 8 tenths.

Position at Noon:
- Latitude by D. R. 20° 00' 21" N
- Longitude by D. R. 47° 11' 40" W
- Latitude by observations of ☉ 20° 01' 34" N
- Longitude by chronometer from Forenoon Observations of ☉ 47° 18' 42" W

Position at 8 A. M.
- Latitude by D. R. 20° 04' 21" N
- Longitude by forenoon observation ☉ 46° 49' 18" W

Position at 8 P. M.
- Latitude by D. R. 19° 54' 46" N
- Longitude by afternoon observation ☉ 48° 18' 45" W

Current during the time, 1 2/10 knots tenths per hour, setting to the W ½ N

Error of the Compass by Azimuth ☉ observed at 8 A.M. ship's head W ½ N 13° 43' W

Deviation of the Compass by Azimuth ☉ observed at 8 A.M., ship's head W ½ N 3° 13' W variation used, 10° 30' W

Error of the Compass by Azimuth ☉ observed at 8 P.M. ship's head W ½ N 13° 56' W

Deviation of the Compass by Azimuth ☉ observed at 8 P.M., ship's head W ½ N 3° 56' W variation used, 10° 00' W

Water expended during the preceding 24 hours, 100 gallons.

Water Distilled during the preceding 24 hours, 1232 "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, 1 tons, 490 lbs.

Coal remaining on hand at Noon, 78 " 932 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1	6	9	84.9	W ½ N	East	6			30.16	79	78	75	79	b c	Cumulus Cirrus	5	R
2	7	1	92.0	"	"	6			30.15	80	79	76	79	"	"	5	"
3	7	2	99.2	"	"	6			30.14	81	79	76	79	"	"	5	"
4	7	3	6.5	"	"	6			30.15	82	79	76	79	"	"	5	"
5	7	4	13.9	"	E by N	6			30.16	78	78	75	79	"	"	6	"
6	7	1	21.0	"	"	6			30.15	78	78	75	79	b c p	"	4	"
7	7	5	28.5	"	"	6			30.16	78	77	75	79	"	"	5	"
8	7	8	36.3	"	"	6-7			30.18	78	77	75	79	b c	"	6	"
9	7	7	44.0	"	E N E	6			30.18	77	77	75	79	"	"	6	"
10	7	2	51.2	"	"	5-6			30.18	77	77	75	79	"	"	6	"
11	6	9	58.1	"	E by N	5			30.18	77	77	75	79	"	"	7	"
Mid.	6	6	64.7	"	"	5			30.18	77	76	74	79	"	"	6	"
	96.7																

4-26

under the command of Commander Lodie Kingsbury, U. S. Navy,

Thursday November 21st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M. Partly cloudy with passing showers of rain. Fresh breeze from E by N. Rough Sea from E & E. Steering Course W by N. Reduced foretopmast Stay Sail and all Square Sail except mainsail & Mizzen topsail. Stopped distilling at 1.45.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M. Weather dark but with frequent passing rain Squalls. Moderate to fresh breeze in Squalls from E by N to East. Barometer rising. Ship under sail alone. Steering a course. Rough Sea from E.N.E. At 6.30 started the Evaporators.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Cloudy. Passing wind and rain squalls from E. Stiff breeze from East. As course W by N to S at 9.00 Set Royals. Sent watch manning for inspection. At 9.35 mustered at quarters. Exercised Apprentices as follows. 1st period 1st Signals 2nd Division Signals & setting up drill 3rd Division setting up drill & Spanish Yard Forward powder Division Fire Quarters After powder Division Signals during 3rd period. Starboard watch instructed making Pumpkin head hitches &c. Finished distilling at 11.45. Rough Sea. Ship rolling a good deal.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear & pleasant. Stiff to fresh E.by E. breeze. Barometer falling. On course W by N. No change in Sail. Exercised Apprentices at Signals and overhauled boat tackles & Stationed boats crews. By order of Commanding Officer James Conway C.P. Summary Court martial Prisoner was given 72 hours Arrest on deck. Rough Sea from E by N.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Clear and pleasant, light passing showers. Fresh breeze from E by N. Barometer rising. Steering a course W by N under square sail to Royals Reefed mainsail and fore topmast Stay sail. At 5.45 took in and furled Royals.

J. D. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Fair to clear and pleasant. Light Starlight. Moon set about 10. Fresh breeze from East E.N.E & E by N. Steering Course W by N under fore topmast Stay sail & Square sail to top gallant sails. Reefed mainsail & Mizzen top sail, until 8.45 when Set Set & main & Mizzen topmast Stay sails.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4–26.

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Funchal Madeira to St. Thomas WI

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	7	0	11.1	W½N	E by N	6			30.19	76	76	73	79	b c	Cum	7	R
2	6	3	18.0	"	"	5			30.18	76	76	73	79	"	"	8	"
3	6	3	24.3	"	"	5			30.16	76	76	73	79	"	"	8	"
4	6	4	30.1	"	"	5			30.15	76	76	73	79	"	"	8	"
5	6	5	37.7	"	E by E	5			30.14	76	76	73	79	"	"	9	"
6	6	4	43.6	"	"	5			30.14	76	76	73	79	"	Cum	6	"
7	6	9	50.5	"	E by N	5			30.15	76	76	73	79	"	"	7	"
8	6	7	57.2	"	"	5			30.17	76	76	73	78	"	Cum	8	"
9	6	5	63.1	"	"	5			30.20	77	76	74	78	"	"	7	Lo
10	5	7	69.4	"	"	5			30.20	78	77	75	78	"	"	8	"
11	5	9	75.3	"	"	5			30.19	79	78	75	79	"	"	8	"
Noon.	6	5	81.8	"	"	5			30.17	79	78	75	79	"	"	8	"

168.8 Distance by Log.

Course and distance made good since preceding noon by observations, W½S 85 167 knots, 9 tenths.

Position at Noon:
- Latitude by D. R. 19° 42' 28" N
- Longitude by D. R. 50° 10' 06" W
- Latitude by observations of ⊙ 19° 41' 13" N
- Longitude by chronometer from Forenoon Observations of ⊙ 50° 16' 06" W

Position at 8 A. M.:
- Latitude by D. R. 19° 44' 58" N
- Longitude by Meridian Observation ⊙ 49° 57' 15" W

Position at 8 P. M.:
- Latitude by D. R. 19° 35' 57" N
- Longitude by Meridian Observation ⊙ 51° 09' 27" W

Current during the time, 14 knots tenths per hour, setting to the W by S

Error of the Compass by Azimuth ⊙ observed at A. M., ship's head W½N 11° 53' W
Deviation of the Compass by Azimuth ⊙ observed at A. M., ship's head W½N 2° 53' W variation used, 9° 0' W

Error of the Compass by Azimuth ⊙ observed at P. M., ship's head W½N 11° 15' W
Deviation of the Compass by Azimuth ⊙ observed at P. M., ship's head W½N 2° 30' W variation used, 8° 45' W

Water expended during the preceding 24 hours, 420 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2375 "

Coal consumed during the preceding 24 hours, tons, 420 lbs.

Coal remaining on hand at Noon, 78 " 515 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	5	7	47.0	W by N	E by N	4			30.17	80	79	76	79	b c	Cum Cum	5	R
2	5	7	52.7	"	"	4			30.15	80	79	76	79	"	"	4	"
3	5	8	58.8	"	E by E	4 5			30.13	78	78	76	79	"	Cum Strat	4	"
4	6	2	64.8	"	"	4 5			30.13	81	78	76	79	"	"	5	"
5	6	1	70.3	"	E by N	4 5			30.13	78	77	76	80	f c p	"	5	"
6	5	7	75.5	"	East	4			30.13	77	76	75	80	"	"	4	"
7	5	3	80.8	"	"	4			30.14	77	76	75	80	"	"	4	"
8	5	8	86.6	"	E by N	4			30.14	77	76	75	80	"	"	3	"
9	6	6	92.2	"	"	4			30.15	75	75	74	80	"	"	1	"
10	5	3	98.5	"	"	4			30.15	76	76	74	80	"	"	3	"
11	6	1	4.6	"	"	4			30.15	77	76	73	80	b c	"	6	"
Mid.	5	7	10.3	"	"	4			30.14	77	76	73	80	"	"	7	"

4—250

under the command of Commander Lodi Kingsley, U. S. Navy,

Friday, November 22nd, 18 95.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to H A M Weather clear and pleasant wind stiff to fresh breze from E by N. Barometer falling. Ship under fore main & Foreyard top mast Staysails and Spanker Sail to top gallant Sails.

W R Whiteley
Lieutenant U.S.N.

From 4 to 8 A M Clear and pleasant Stiff breze from E N E and E by N Ordinary W ½ N. at 5.30 Set royals & hauled down main top mast Staysail, at 7.30 hauled down Jib & mizzen top mast stay Sails. Rough Sea.

R. T. Tisdale
Ensign U.S.N.

From 8 AM to Meridian Clear and pleasant. Stiff breze from E by N. Barometer falling. On course W ½ N. Mustered mizzen topsail for repairs. Had quarters for inspection at 9.30 followed by Funeral Quarters. The Divisions departed as follows:- 3rd Division 1h 35m. After Brodes. 1st Division 1h 50m. 3rd Brodes. 1st Division 1h 50m. 4th Division 2h. 05m. 2nd Division 2h. 35m. Navigators. Division 2h. 55m. Secured at 9.50 Engaged in Washing down top masts. Decks &c. Sea.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P M Clear and pleasant passing showers around horizon. Moderate to stiff breze from E by N to E & E. Barometer falling. Steering a course W ½ N under Spanker Sail to royals. Except mainsail and fore top mast staysail At 1.50 Set main and mizzen top mast staysails Jib & flying jib. Boats &c. Engaged in overhauling boat gear and boats.

J. S. Jordan
Lieutenant U.S.N.

From 4 to 8 P M Fair to cloudy with passing showers. Moderate to fresh breze from E by N to East. Steering course W ½ N under all sail except Mainsail Main Topsail, Mizzen top sail & Spanker. At 4.50 took in flying jib and jib and main and mizzen top mast Staysails. At 5.40 reefed all hands at reefing topsails and Made sail to royals. At 5.55 took in and furled royals. At 7.45 Set flying jib and jib and main and mizzen top mast Staysails.

J. B. Luby
Lieutenant U.S.N.

From 8 P. M to Midnight Weather cloudy with rain squalls first hour, clearing during rest of watch. Moderate breze from E by N. Barometer Steady. At 8.30 took in all fore and aft sail except fore top mast Staysail.

W R Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-205

LOG of the UNITED STATES Ships "Essex" Third Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	6	8															
1	5	6	15.9	W½N	E by N	4			30.14	77	76	73	79	b c	Cum Strat	5	4
2	5	7	21.6	"	"	4			30.13	77	76	73	79	"	"	7	"
3	5	6	27.2	"	East	4			30.11	77	76	73	79	"	"	8	"
4	5	2	32.4	"	E by N	4			30.10	77	76	73	79	"	"	8	"
5	5	7	38.1	"	"	4			30.10	77	76	73	79	"	"	8	"
6	5	8	43.9	"	E by N	4			30.10	77	76	73	79	"	"	6	"
7	5	7	49.6	"	"	4			30.12	77	76	74	79	"	Cum	8	"
8	6	0	55.6	"	E by N	4.5			30.13	77	76	74	80	"	Cum	8	"
9	6	1	61.7	"	"	3			30.15	77	76	74	80	"	"	8	B
10	6	0	67.7	"	"	3			30.16	77	76	74	80	"	"	8	"
11	5	8	73.5	"	E by S	3			30.16	78	78	75	80	"	"	8	"
Noon.	6	6	80.1	"	"	3			30.13	79	78	75	80	"	"	8	"

138.3 Distance by Log.

Course and distance made good since preceding noon by observations, W½S 146 knots, 8 tenths.

Position at Noon:
- Latitude by D. R. 19°27'.31 "N
- Longitude by D. R. 52°48'.27 "W
- Latitude by observations of ☉ 19°27'.14 "N
- Longitude by chronometer from Forenoon Observations of ☉ 52°51'.54 "W

Position at 8 A. M.:
- Latitude by D R 19°29'.87 "N
- Longitude by Meridian observation ☉ 52°26'.00 "W

Position at 8 P. M.:
- Latitude by D R 19°24'.37 "N
- Longitude by 53°28'.00 "W

Current during the time, 1/8 knots tenths per hour, setting to the W½S

Error of the Compass by Azimuth ☉ observed at 8AM, ship's head W½N 10°45'.W
Deviation of the Compass by Azimuth ☉ observed at 8AM, ship's head W½N 2°45'.W variation used, 8°00' W

Error of the Compass by Azimuth ☉ observed at , ship's head ° '
Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 5/5 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1800 "
Coal consumed during the preceding 24 hours, tons, 4 20 lbs.
Coal remaining on hand at Noon, 78 " 92 "

P. M.																	
1	5	2	85.3	W.½N.	East	4			30.11	80	79	75	80	b c	Cum Strat	8	4
2	4	4	89.7	"	"	4			30.10	81	80	78	80	"	"	7	"
3	4	1	93.8	"	"	3			30.09	84	80	77	80	"	"	6	"
4	4	0	97.8	"	"	3			30.08	84	80	77	80	"	"	6	"
5	3	8	1.6	"	"	3			30.08	80	80	77	80	"	"	5	"
6	3	4	5.0	"	"	3			30.08	79	79	77	80	"	"	6	"
7	4	1	9.1	"	"	3			30.08	79	78	75	80	"	"	7	"
8	4	3	13.4	"	"	3			30.08	78	78	75	80	"	"	6	"
9	4	0	17.4	"	"	3			30.11	78	78	76	80	"	"	5	"
10	4	2	21.6	"	"	3			30.12	78	78	76	80	"	"	6	"
11	4	3	25.9	"	"	3			30.12	78	78	76	80	"	"	7	"
Mid.	4	1	30.0	"	"	4			30.11	78	78	76	80	"	"	6	"
	49.9																

4—265

under the command of Commander Louis Kingsbury, U. S. Navy,

Saturday, November 23rd, 18 95.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.

Fair to clear and pleasant. Moderate E by S breezes. On course W by N (pc). Ship under topsail sail to topgallant sails except mainsail, and the fore topmast staysail. Moderate E. Sea.

R D Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Moderate breze from E.N.E. to E by N. Barometer rising. At 5.30 set royals, main and mizzen topmast staysails jet and flying jib. At 8.00 O'Clock hauled down all fore and aft sail except fore topmast staysail. Moderate Easterly Sea.

L McNamee
Ensign U.S.N.

From 8 A.M. to Meridian

Clear and pleasant. Gentle to moderate breze from E by N to E.N.E. Barometer rising then falling. Steering a course W by S (pc) under fore topmast staysail and lower sail to royals except mainsail. At 10.45 set main and mizzen topmast staysails jib & flying jib.

J W Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M.

Clear and pleasant. Moderate to gentle breze from East. Smooth Sea. Steering Course W by N under plain sail to royals except mainsail, spanker, and mizzen topsail & main and mizzen topmast staysails. At 12.55 took in flying jib, jib & main and mizzen topmast staysails. Used Reading Signals. Convoy C.M.S. was given 3 hours weekage in the Spardeck in charge of the Master at Arms, by direction of the Commanding Officer.

J B Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant with gentle breze from East. Barometer steady. At 5.40 capsized sailing light sails and reefing topsails, causing ship at 5.55 under fore topmast staysail and all staysail except the mainsail.

W W Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight

Generally clear and pleasant. Clouds passing from E. Gentle to moderate E by S breezes. On Course W by N. No change in Sail. Moonlight until 11.50 when moon set.

R D Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Simsbal Madeira to St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	99	9															
1	5	1	35.1	W ½ N	E S E	4			30.10	78	78	76	80	bc	Cu Cum	1	S
2	5	0	40.1	"	S E	4			30.01	78	78	76	80	"	"	6	"
3	4	7	44.8	"	East	4			30.06	72	78	75	80	"	"	7	"
4	5	7	50.5	"	E by N	4-5			30.04	77	77	74	80	bcp	"	3	M
5	5	5	56.0	"	S E by E	4			30.05	76	76	74	80	bc	"	3	"
6	3	4	59.4	"	E by S	3			30.04	76	76	74	80	"	"	3	"
7	3	4	67.8	"	"	3			30.05	75	76	74	80	tcp	"	4	"
8	7	1	64.9	"	E S E.	3			30.06	76	77	75	81	bc	"	4	"
9	3	5	68.4	"	East	3			30.08	78	78	75	81	"	"	4	"
10	6	3	74.7	"	"	4-5			30.08	78	78	75	81	"	"	5	"
11	6	1	80.8	"	E by S	4-5			30.08	79	79	76	81	"	"	7	"
Noon.	5	1	85.9	"	E S E	4			30.07	81	81	77	81	"	"	6	"

105.8 Distance by log.

Course and distance made good since preceding noon by observations, West 104 knots, 6 tenths.

Position at Noon:
- Latitude by D. R. 19° 19' 36" N
- Longitude by D. R. 54° 44' 14" W
- Latitude by observations of ⊙ 19° 25' 42" N
- Longitude by chronometer from Forenoon Observations of ⊙ 54° 42' 28" W

Position at 8 A. M.:
- Latitude by D R 19° 20' 56" N
- Longitude by forenoon observation ⊙ 54° 23' 30" W

Position at 8 P. M.:
- Latitude by D R 19° 23' 30" N
- Longitude by afternoon observation ⊙ 55° 21' 51" W

Current during the time, ¼ knots tenths per hour, setting to the W by S ½ S

Error of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W ½ N 9° 00' W
Deviation of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W ½ N 2° 40' W variation used, 6° 20' W

Error of the Compass by Azimuth ⊙ observed at 4 P M, ship's head W ½ N 8° 35' W
Deviation of the Compass by Azimuth ⊙ observed at 4 P M, ship's head W ½ N 2° 35' W variation used, 6° 00' W

Water expended during the preceding 24 hours, 425 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 13 75 "
Coal consumed during the preceding 24 hours, tons, lbs.
Coal remaining on hand at Noon, 78 " 92 "

P. M.																	
1	4	2	90.1	W ½ N	E S E	4			30.06	82	81	78	81	bc	Cu Cum	7	M
2	4	7	94.8	"	"	4			30.04	82	82	78	81	"	"	7	"
3	4	7	99.5	"	"	4			30.03	82	82	78	81	"	"	6	"
4	4	7	4.2	"	"	4			30.03	85	81	78	81	"	"	6	"
5	4	6	8.8	"	E by S	4			30.03	81	80	78	80	"	"	6	RC
6	5	0	13.8	"	"	4			30.02	79	79	77	80	"	"	6	"
7	4	7	18.5	"	"	4			30.04	80	79	76	80	"	"	8	"
8	5	2	23.7	"	"	4			30.05	80	79	75	80	"	"	7	"
9	5	1	28.8	"	"	4			30.05	79	79	75	80	"	"	7	Lo
10	5	0	33.8	"	"	4			30.05	79	79	78	80	"	"	6	"
11	5	4	39.2	"	"	4			30.06	79	79	75	80	"	Cum Strat	5	"
Mid.	5	6	44.8	"	"	4			30.06	79	79	75	80	"	"	5	"
	58	9															

4—265

under the command of Commander Louis A. Kingsley, U. S. Navy,

Sunday, November 24th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A. M. Cloudy to overcast with light rain last hour. Moderate to stiff breeze from E. S. E. veering to S. E. and then backing to E. by N. On course W. by N. No change in sail. Barometer falling. Smooth to moderate E. by S. Sea.

L. M. Mannix
Ensign U. S. N.

From 4 to 8 A. M. Pleasant and warm, light hazy, light passing showers. Light airs to moderate breeze from E. S. E. to E. by N. Barometer rising. Steering a course W. by N. (p.c.) under sq. sail to royals except mainsail and fore top mast stays'l. At 6 h 5 set improvised lower studsails, port and set mizzen top sail.

J. H. Jordan,
Lieutenant U. S. N.

From 8 A. M. to Meridian. Clear to fair and pleasant. Gentle to stiff breeze from East hauling to E. S. E. last hour. Steering course W. by N. under fore topmast stay sail and all square sail. Except mainsail and improvised studsails both sides. At 9.30 Commanding Officer inspected ship and crew at quarters.

J. B. Luby
Lieutenant U. S. N.

From Meridian to 4 P. M. Weather clear and pleasant with moderate breeze from E. S. E. Barometer falling. Ship under sail alone steering a course.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 P. M. Clear and pleasant. Moderate breeze from E. by S. On course W. by N. (p.c.) At 5.30 took in jib. Furled studsails. Rough E. by S. Sea. Ship rolling a good deal at times. Moonlight.

R. D. Tisdale
Ensign U. S. N.

From 8 P. M. to Midnight. Clear and pleasant. Moderate breeze from E. by S. Barometer nearly steady. On course W. by N. No change in sail. Long following Sea. Bright moonlight.

L. M. Mannix
Ensign U. S. N.

Examined and found to be correct,

John Hubbard
Lieutenant U. S. N. Navigator.

4—95.

LOG of the UNITED STATES Ship "Eddy" Third **Rate,**

Making passage from Funchal Madeira to St. Thomas W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, to 10ths.	State of the Sea
A. M.	5	9															
1	5	8	50.6	W ½ N	Eby S	H			30.05	79	79	76	80	b c	St Cum	6	Lo
2	5	3	55.9	"	"	H			30.07	79	79	76	80	"	"	6	"
3	5	3	61.2	"	"	H			30.02	78	78	76	80	"	"	6	"
4	5	1	66.3	"	"	H			30.01	78	78	76	80	"	"	5	"
5	5	2	71.5	"	"	H			30.00	78	78	76	80	"	Cum	8	"
6	5	3	76.8	"	"	H			30.01	78	78	76	80	"	Cu Cum	7	"
7	5	3	82.1	"	"	H			30.03	78	78	76	80	"	"	6	"
8	5	4	87.5	"	"	H			30.05	79	78	76	81	b c p	Nimb Cum	6	"
9	6	.0	93.5	"	"	H			30.07	79	79	76	80	b c	"	H	"
10	6	3	99.8	"	"	H			30.09	80	81	77	80	"	"	3	"
11	6	1	105.9	"	"	H 5			30.08	80	81	78	80	"	Cu Cum	H	"
Noon.	6	1	111.6	"	"	H 5			30.08	82	82	79	80	"	"	H	"

136.1 Distance by Log.

Course and distance made good since preceding noon by observations, W ½ S 13 ½ knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 19° 19' 12" N
- Longitude by D. R. 56° 55' 45" W
- Latitude by observations of ☉ 19° 17' 57" N
- Longitude by chronometer from Forenoon Observations of ☉ 57° 03' 30" W

Position at 8 A. M.
- Latitude by D. R. 19° 20' 06" N
- Longitude by Sumner observation ☉ 56° 36' 24" W

Position at 8 P. M.
- Latitude by D. R. 19° 16' 33" N
- Longitude by Sumner observation ☉ 57° 48' 06" W

Current during the time, 7 ½ knots tenths per hour, setting to the W ½ S

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head W ½ N 7° 38' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head W ½ N 2° 08' W. variation used, 5° 30' W

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head W ½ N 7° 10' W

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head W ½ N 2° 10' W variation used, 5° 20' W

Water expended during the preceding 24 hours, 425 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 9550 "

Coal consumed during the preceding 24 hours, tons, 420 lbs.

Coal remaining on hand at Noon, 17 " 19 12 "

P. M.																	
1	5	3	117.9	W ½ N	Eby S	H			30.07	82	82	79	80	b c	Cirro Cum	5	Lo
2	5	3	123.2	"	"	H			30.04	82	82	79	80	"	"	5	"
3	5	3	128.5	"	"	H			30.04	82	82	79	80	"	"	H	"
4	5	5	134.0	"	"	H			30.03	82	82	79	80	"	"	3	"
5	5	4	139.4	"	"	H			30.04	81	81	79	80	"	"	0	"
6	4	8	144.2	"	"	H			30.06	81	80	79	80	"	"	H	"
7	5	0	149.2	"	"	H			30.08	80	80	78	80	"	"	H	"
8	5	4	154.6	"	"	H			30.08	80	80	78	80	"	"	3	"
9	5	9	160.5	"	"	H			30.08	80	80	78	80	"	"	3	"
10	6	1	166.6	"	"	H			30.08	80	80	78	80	"	"	2	"
11	5	9	172.5	"	"	H			30.08	80	80	78	80	b c p	Cum Nim	2	"
Mid.	6	0	178.5	"	"	H			30.08	80	80	78	80	b c	"	1	"
	63	9															

4—25

under the command of Commander Louis A. Kimberly, U. S. Navy,

Monday, November 25th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M. Clear and pleasant. Moderate breeze from E by N. Barometer falling. Steering a course W by N, under Square sail to royals (except mainsail) and fore topmast Staysail.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy to fair with passing showers 1st hour. Moderate breeze from E by S. Steering Course W by N, under fore topmast Studdingsail & all Square sail except mainsail & fore course. At 7.20 when set jib improvised studdingsail.

J. B. Lucky
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather fair and pleasant with moderate to stiff breeze from E by S. Barometer steady. At 8 O'clock set Starboard Studding sail. At 9.30 mustered crew at quarters, after which Divisions exercised at Signals.

W. B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Fair pleasant weather. Moderate breeze from E by S. On course W by N (p.c.). No change in sail. Exercised apprentices at pulling, splicing, rowing, and stopping stocks.

R. X. Tindale
Ensign U.S.N.

From 4 to 8 P.M. Fair and pleasant. Moderate breeze from E by S. Furled in both Studdingsails at 5.30, and exercised at heaving to. Barometer rising. On course W by N. Long following Sea.

L. M. Nason
Ensign U.S.N.

From 8 P.M. to Midnight. Pleasant and warm. Moderate to stiff breeze from E by S. Barometer steady. Steering a course W by N under Square Sail to royals (except mainsail) and fore topmast staysail & Studding.

J. H. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4—90

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal Madeira to St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
A. M.	6	5	9														
1	6	5	85.0	W½N	E by S	5			30.08	80	78	84		b c	Cum Strat	1	Lo
2	6	6	91.6	"	"	5-6			30.08	80	78	80		b c p	"	½	"
3	6	4	98.0	"	"	5			30.07	80	78	80		b c q p	"	1	"
4	6	1	4.1	"	"	5			30.06	80	80	78	80	"	"	3	"
5	5	9	10.0	"	"	5			30.06	80	80	78	80	b c	"	1	"
6	6	9	16.9	"	"	5-6			30.06	79	78	76	80	b c q p	"	½	"
7	7	5	24.4	"	"	6			30.07	77	79	78	80	b c	"	3	"
8	7	9	32.3	"	"	6			30.07	77	79	78	81	"	Cum Strat	4	"
9	7	3	39.6	"	"	6			30.11	80	80	78	81	"	"	4	Rc
10	7	3	46.9	"	"	6			30.17	81	81	78	81	"	"	4	"
11	7	1	54.3	"	"	6			30.17	84	84	79	81	"	"	4	"
Noon.	8	9	64.2	"	"	6-7			30.11	83	84	80	81	"	"	4	"

151.6 Distance by Log.

Course and distance made good since preceding noon by observations, West 166 knots, 6 tenths.

Position at Noon:
- Latitude by D. R. 19° 13' 09" N
- Longitude by D. R. 59° 44' 56" W
- Latitude by observations of ☉ 19° 16' 53" N
- Longitude by chronometer from Forenoon Observations of ☉ 59° 59' 40" W

Position at 8 A. M.:
- Latitude by D.R. 19° 15' 15" N
- Longitude by Meridian observation ☉ 59° 28' 56" W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, 7/12 knots tenths per hour, setting to the 20 N W ½ W

Error of the Compass by Azimuth ☉ observed at Noon, ship's head W½N 5° 50' W

Deviation of the Compass by Azimuth ☉ observed at 8 AM, ship's head W½N 2° 10' W variation used, 3° 30' W

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 460 gallons.

Water Distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 2100 lbs.

Coal remaining on hand at Noon, 76 " 2057 "

P. M.																	
1	2	5	66.1	West	E by S	6-7			30.08	82	82	80	80	b c	Cum Nim	1	Rc
2	7	3	80.5	"	"	6-7			30.07	82	82	80	80	o c	"	0	"
3	8	7	89.2	"	"	6-7			30.04	81	81	80	80	o c p	"	0	"
4	8	2	97.4	"	S E	6-8			30.01	79	80	78	80	"	"	0	"
5	7	4	104.8	"	"	7			30.04	79	80	78	80	"	"	0	"
6	6	4	11.2	"	"	6			30.04	79	78	77	80	"	"	0	"
7	6	8	18.0	"	"	4-6			30.05	79	78	77	80	o c d l	"	0	"
8	7	0	26.0	"	S S E	6-8			30.07	78	78	77	80	o c p g	"	0	"
9	6	4	31.4	"	S E	6-8			30.10	75	76	76	80	o c p g l	"	0	Rc
10	6	7	38.1	"	"	5-7			30.14	76	77	77	80	"	"	0	"
11	6	2	44.3	"	"	5-7			30.14	76	76	76	80	o c g l	"	0	"
Mid.	6	8	51.1	"	E S E	5-7			30.13	76	76	76	80	"	"	0	"
	81																

4—255

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday, November 16th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends A M Cloudy with occasional light passing showers. Stiff to fresh breeze from E by S. Ship as well from S.E. Steering Course W by N. Under fore top mast staysail and all square sail except mainsail. Distilling.

J. D. Luby
Lieutenant U.S.N.

From 4 to 8 A M Weather cloudy with passing rain squalls. Stiff to fresh breeze from E by S. Barometer rising. Ship under sail alone steering Course. Especially well defined Hunter about 7 O'Clock. Distilling.

W B Whittlesey
Lieutenant U.S.N.

From 8 A M to Meridian Generally cloudy but pleasant. Fresh breeze from E by S. On course W by N (pc) until 9.30 when changed to west (pc) by order of Commanding Officer. Pat Log reading at 8 A.M. at 7.30 mustered at quarters, and released & reported as follows. 1st Division squads and getting up drill. 2nd Division Squads. 3rd Division Broad Sword. Forward Powder Division cleaning drill. After Powder Division setting up drill. At 9 A.M. Settled for top sail or cap to span jack stay and yard, making sail again to squalls at 11.30. Rough to heavy following Sea. First flying boom clouds from E. Distilling. By order of Commanding Officer released from confinement James Conway (C) his term of punishment having expired.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P M Overcast and cloudy. Fresh breeze from E by S. to S.E. Barometer falling fast last half. Steady last half. On course West until 12 when made Course W by N. At 2.10 took in and furled royals. At 3.45 took in and furled top gallant sails. Instructed Apprentices in making spikers, Seamen's Knot and reef line. Moore Stunsail Gear. Distilling. Rough following Sea.

L. McNamee
Ensign U.S.N.

From 4 to 8 P M Cloudy rainy passing showers. Moderate to fresh breeze with heavy squalls from S.E. to S.S.E. Barometer rising. Steering a course W by S under topsails foresail & fore topmast staysail. At 5.45 took a single reef in the topsails. Distilling.

J. S. Jordan
Lieutenant U.S.N.

From 8 P M to Midnight Cloudy and squally with heavy rain showers. Long sea from East coast. Lightning to N.W. Steering Course W by S under fore topmast staysail foresail and single reefed fore and main topsails. At 8 H. closed down topsails to a heavy squall from S.E. and at 9.00 Mustheaded them again. Distilling.

L. D. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Rutherford
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from Funchal Madeira to St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	WIND. Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.	0d	1															
1	6	4	57.5	W½S	E.S.E.	6			30.12	77	77	76	81	ocp	Nim Cum	0	R
2	7	5	64.0	W½W		5-7			30.11	75	76	75	81	ocpq	"	0	"
3	6	3	71.3	W½S	East	6			30.11	77	77	76	81	"	"	0	"
4	5	6	76.9	"	"	5-6			30.10	77	77	76	81	ocp	"	0	"
5	6	1	83.0	"	"	5-6			30.09	78	77	76	81	fc	"	3	"
6	6	5	89.5	"	E.S.E.	5-6			30.10	78	77	76	81	fcqp	"	2	R
7	7	9	97.4	"	E by S	6			30.11	78	77	76	81	fcq	"	1	"
8	7	7	5.1	"	"	6			30.13	78	77	76	81	"	"	1	"
9	7	7	7.8	W½S	E.S.E.	6-7			30.13	78	78	76	81	"	"	3	"
10	7	7	19.5	"	"	6-7			30.14	79	79	76	81	fc	"	1	"
11	7	7	26.4	SW by W½W	S.E. by E.	6			30.14	79	79	77	81	oc	"	0	"
Noon.	7	0	33.4	"	E.S.E.	5-6			30.14	78	78	77	81	ocqp	"	0	"

169 ℔ Distance by log.

Course and distance made good since preceding noon by observations, W ½ S 181 knots, 3 tenths.

Position at Noon:
- Latitude by D. R. 18°45'11" N
- Longitude by D. R. 62°53'47" W
- Latitude by observations of ⊙ 18°53'12" N
- Longitude by chronometer from Forenoon Observations of ⊙ 63°12'30" W

Position at 8 A. M.:
- Latitude by D R 18°49'11" N
- Longitude by forenoon observation ⊙ 63°09'36" W

Position at 8 P. M.:
- Latitude by D.R. 18°27'18" N
- Longitude by D R 63°50'36" W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 483 gallons.
Water distilled during the preceding 24 hours, 1350 "
Water remaining on hand fit for use at Noon, 2400 "
Coal consumed during the preceding 24 hours, 1 tons, 700 lbs.
Coal remaining on hand at Noon, 75 " 1350 "

P. M.																	
1	5	9	39.3	S by W	S.E. by E	5-8			30.12	76	77	77	81	ocqp	Cum Nimt	0	R
2	4	8	44.1	S W	S.E.	5-8	1		30.09	76	77	76	81	"	"	0	"
3	5	9	50.0	S W by S	"	5-8	½		30.07	76	77	76	81	"	"	0	"
4	4	9	54.9	S S W ½ W	E.S.E.	5-8	½		30.09	77	77	76	81	"	"	0	"
5	3	9	58.7	S W ½ W	East	4-7	½		30.09	76	77	75	81	"	"	0	"
6	6	1	66.2	"	"	4-7			30.10	78	78	76	81	"	"	0	"
7	5	5	71.7	"	"	4-7			30.12	76	77	75	81	"	"	0	"
8	4	1	75.8	S W by S	S.E.	4-7			30.14	75	76	74	81	"	"	0	"
9	5	7	81.0	S S W	S.E. by E	6-8	2		30.14	75	76	74	81	ocqp	"	0	"
10	5	7	86.7	S by W	E.S.E.	6-9	2		30.15	76	76	74	81	"	"	0	"
11	4	5	91.2	"	"	7-9	2		30.15	76	76	74	81	"	"	0	"
Mid.	2	6	92.8	S by E	"	7-9			30.15	76	76	74	81	"	"	0	"
	60	4															

4—26

under the command of Commander Louis Kingsley, U. S. Navy,

Wednesday, November 27th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather overcast and cloudy, with passing rain squalls. Stiff to fresh breeze from East with heavy squall from S.S.E. about 3.30 to which shortened sail by furling foresail for about 10 minutes. At 4 O'Clock took in the foresail to reduce the speed. Lightning to S.E.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy, passing rain shower first hour. Stiff and fresh breeze from East to E.S.E. On Course W by S (pc). At 5.30 set the foresail at 6.15 turned out reefs in main topsail. At 8.45 the reef in fore topsail. Rough and heavy sea from E.S.E. Rolling.

R.D. Lindsley
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy squally and rainy, fresh breezes to strong gales in squalls last hour from E.S.E. to S.E. by E. Navigator steady steam. On Course W by S until 8.13 when changed Course to W by S. at Log 8.8. At 10.18 changed Course to S by W by W at Log 23.7. Courses changed by order of Commanding Officer. At 11.35 set topgallant sails at 11.50 shook them up again. At End of watch on Course W by W. Under topsails foresail & fore topmast staysail.

L. M. Keane
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy, rainy, passing showers. Stiff breeze and heavy squalls from E to E.S.E. Barometer falling then rising. Steering a Course S W until 2 O'Clock running off in squalls after which set Course by W by W ½ W until 3 O'Clock when hauled by the wind on the port tack. Under topsails foresail and fore topmast staysail. At 3.45 took in fore topmast staysail. At 4 O'Clock in Main topsail & Main topmast staysail. At 4.15 set fore topmast staysail. At 4.20 set fore topmast staysail. At 4.25 sighted Timbers Island. Light bearing about S by E Estimated distance five miles. Dust hot brown clouds and got under way at 4.30 set up smoke pipe.

C.M. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast and squally with heavy rain. Moderate breeze increasing to moderate gale in squalls from East for three hours, shifting to S.E. by East soon. By the wind on the port tack until 5.15 when set Course S by W ½ W until 5.30 when hauled by the wind on the port tack again. At 6.45 set fore topmast staysail foresail double reefed fore & main topsails & main topmast staysail. At 7.30 took in and stowed fore topmast staysail foresail double reefed fore & main topsails & main topmast staysail. At 7.45 took in Main topsail. At 8.30 hauled up foresail. Came at 6 down to sea at 8.50 set foresail & main topsail. Hauled main topsail aback. Furled sail in Order. Commenced rolling.

J.B. Ludy
Ensign U.S.N.

From 8 P.M. to Midnight. Weather overcast and cloudy with heavy rain squalls and strong breeze to moderate gale from S.E. to E.S.E. Encountered steady S.E. to E.S.E. current. At 9 O'Clock took in the reefs in fore & main topsails. At 11 O'Clock set reefs in fore & main topsails. At 11.30 set foresail & main topsail. Hauled up foresail. Came at 6 down to sea. At 11.50 set foresail & main topsail. Hauled main topsail aback. Furled sail in Order. Commenced rolling. Light S.E. from S.E.

Examined and found to be correct.

W.B. Whittlesey
Lieutenant U.S.N.

John Huttard Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex Thos Rate,

Making passage from Funchal Madeira to St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated the Sea
A. M.	61	7															
1	3	8	97.7	S S E	E S E	7-8			30.14	78	78	77	81	c e g p	Cu Nim	0	Mo
2	4	5	1.7	"	"	7-9			30.13	77	77	76	81	"	"	0	"
3	3	7	4.9	"	"	8-10			30.10	74	76	75	81	"	"	0	"
4	3	4	8.3	"	"	8-10			30.09	74	76	75	81	"	"	0	"
5	3	7	11.6	"	"	6-10			30.09	75	75	74	81	c e g v	"	0	"
6	3	4	14.9	"	E S E	6-10			30.09	75	75	74	81	c e g p	"	0	"
7	4	8	18.7	N W by W	"	6-10			30.08	76	77	76	81	c e g	"	0	"
8	4	7	22.9	"	"	6-9			30.10	78	78	76	81	"	"	0	"
9	4	1	26.0	"	E N E	6-8			30.13	80	78	77	81	f c w	"	1	"
10	4	5	29.5	"	"	6-8			30.15	80	79	77	81	"	"	1	"
11	4	8	33.3	"	"	6-8			30.14	80	79	77	81	"	"	4	"
Noon.	4	5	37.0	"	"	6-8			30.13	81	80	78	81	f c	Cu Strat	4	"
	6	5	71.0														

138.0 Distance by log.

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by D. R. 17° 59.00" N
- Longitude by D. R. 64° 13.00" W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, 600 "

Water remaining on hand fit for use at Noon, 7500 "

Coal consumed during the preceding 24 hours, 5 tons, 980 lbs.

Coal remaining on hand at Noon, 70 " 320 "

P. M.																
1		78.5	Various Courses	E by N	6-7			30.12	81	80	80	81	c e g	Cu Nim	4	Lo
2			E by N	"	3-4			30.11	81	80	80	81	c e p	"	0	"
3			E by S	East	3-5			30.11	80	80	80		c e g	"	0	"
4			"	"	3-4			30.11	78	79	78		"	"	0	"
5			East	"	3-4			30.11	79	79	78		"	"	0	"
6			"	"	3-4			30.11	79	79	78		"	"	0	"
7			E by N	"	3-5			30.11	79	79	78		"	"	0	"
8			East	"	3-5			30.11	79	79	78		"	"	0	"
9			"	"	3-4			30.11	79	79	78		"	"	0	"
10			"	"	3-5			30.11	79	79	77		c e g	"	3	"
11			"	"	3-4			30.12	79	79	77		"	"	5	"
Mid.			"	"	3-4			30.12	79	79	78		"	"	5	"

4—250

under the command of Commander Louis Kempff, U. S. Navy,

Thursday, November 28th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast & cloudy. Very fresh breeze to fresh gale from E.S.E. in heavy squalls attended with much rain. On Cruise E.S.E. Under steam & fore topmast staysail & main topsail until 1.30 when took in fore topmast staysail. Heavy E.S.E. sea. Ship rolling a good deal at times. Average steam pressure 54lbs. Average Revolutions 30.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A. M.

Overcast cloudy and squally with heavy rain squalls. Fresh breeze to gales from E.S.E. Barometer nearly steady. On Cruise E.S.E. under steam and main topsail full & [illegible] when changed Cruise to S.W. by W. 1/2 W. and took in main topsail. Set topsails reefed & foresail. At 7.15 shortened in reefs & set fore topmast staysail. Put prudent gripes on boats & rigged life lines on deck. Heavy sea from E.S.E. Average steam pressure 55 Revolutions 35.

L. M. Nance
Ensign U.S.N.

From 8 A. M. to Meridian

Generally overcast and cloudy, peaking away at times, threatening to windward. Fresh breeze to moderate gales from E.N.E. Barometer rising then falling. Steering a Course S.W. by W. 1/2 W. under steam, double reefed topsails, forehead & fore topmast staysail. At 10.02 made land along the starboard bow, by order of Commanding Officer made the following Course & Distance W.N.W. at 10.10 N.W. 1/2 W. at 11.05 S.W. by W. 1/2 W. 10. At 11.10 West. At 11.15 S.W. 1/2 W. At 11.30 S.W. 1/2 W. Standing down to round a rocky reef out side of Charlotte Amalia Harbor St Thomas Island. At 12.45 furled topsails & set fore & main try sail. Made preparations for entering harbor. Average Steam 55. Average Revolutions 56.7.

J. W. Jordan.
Lieutenant U.S.N.

From Meridian to 4 P. M.

Cloudy and light passing showers. Second hour. Standing in for Charlotte Amalia Harbor under steam & set fore topmast staysail fore sail and main topsail. At 1.24 o'clock in and furled sail. At 1.5 hauled in set fore sail and took on board Harbor Masters Assistant. At 1.15 came to with starboard anchor in 4 fathoms water & veered to 30 fathoms of cable. Let fires die out in Boilers & Engines. Sent in A for distilling. Sent on officers to pay an official visit to the U.S. Consul. Bearings at anchor. Rupert Bluff S. by E. 1/2 E. Signal Station S.S.W. Harding S.E. 3/4 E. Draft of ship forward 18.5 aft 18.5.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P. M.

Cloudy and warm. Gentle to stiff breeze and moderate squalls from East. Barometer steady. Moving to windward. Distilling.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P. M.

Cloudy with puffs from E. Gentle to moderate breeze from East. Bright moonlight. At 11.45 stopped distilling. Let fires die out in Boilers.

J. C. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Elk" Third Rate,

At Anchor in the Harbour of St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop'n of Clear Sky, in Tenths.	State of the Sea
A. M.				East	East	3-5			30,13	79	79	78		o c p q	Cum Strat	0	
1					"	3-5			30.11	79	79	78		o c q	"	6	
2				E by S	"	3-5			30.09	79	79	78		"	"	0	
3				E by S	"	3-5			30.08	79	79	78		"	"	0	
4				E by S	"	3-4			30.07	79	79	78		b c q	"	2	
5				E by S	E by S	3-4			30.07	79	79	78		"	"	1	
6				"	"	3			30.09	79	79	78		b c	"	1	
7				"	East	3			30.11	80	79	78		o c	"	0	
8				"	E by S	3			30.13	80	79	78		"	"	0	
9				"	East	3-4			30.13	82	82	79		b c q	"	3	
10				East	"	3-5			30.13	82	82	80		"	"	2	
11				"	"	3-5			30.12	82	82	80		"	"	2	
Noon.																	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, 150 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, tons 2100 lbs.

Coal remaining on hand at Noon, 69 " 5 12 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop'n of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1				East	East	3			30.07	82	82	80		o c q	Cum Strat	0	
2						3			30.08	80	82	80		b c q	"	1	
3				E by S	E by S	3			30.08	80	82	80		"	"	2	
4				E by S & E	E by S	3			30.06	79	82	80		"	"	2	
5				E by S		3			30.06	79	82	80		"	Cir Cum	2	
6				E by S	E by S	3			30.08	80	79	80		b c	"	2	
7				E by S & E	E by S & E	3			30.09	79	79	78		"	"	1	
8				E by S	E by S	3			30.08	79	79	78		"	"	1	
9				E by N	"	3-4			30.08	79	79	78		b c q	"	3	
10				E by S	E by S	3-4			30.10	79	79	78		"	"	4	
11				"	"	3-4			30.10	79	79	78		o c	"	0	
Mid.				"	"	3-4			30.10	79	79	78		o c q	"	0	

under the command of Commander Louis Kempff, U. S. Navy,

Friday November 29th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A M. Weather overcast and cloudy, with passing rain squalls during first hour of watch. Gentle to stiff breeze and squalls from East. Barometer falling.

W B Whiteley
Lieutenant U.S.N.

From 4 to 8 A. M. Cloudy and warm. Gentle to moderate breeze from E to E by S. Barometer steady, then rising. Rigging to wind. Received on board as Pay Department 10 1/2 lbs. Each fresh Beef & Vegetables and 96 lbs fresh Bread

J. H. Jordan.
Lieutenant U.S.N.

From 8 A M to M Meridian Cloudy and warm. Gentle breeze increasing to stiff breeze from E & E by East. Engaged scraping the Ships outside & making preparations for entering Apia. By order of the Commanding Officer Ord. Seaman App 3 Class was placed in Solitary Confinement for 3 days on bread and water. Officer of the Deck sent Smoking. The U.S. Consul made an official visit to the Captain.

J. B. Luby
Lieutenant U.S.N.

From M Meridian to 4 P M Weather cloudy. Light to moderate breeze from East to E.S.E. Barometer falling. At 1 P.M. the German Man of war Steamer Came in and anchored in the harbor. Sent a boarding Officer to call on the Steamer. The Commanding Officer paid Official visits to the Governor of the Island and the Commanding Officer of the German Man of War.

W B Whiteley
Lieutenant U.S.N.

From 4 to 8 P M Cloudy and light puffs from Eastward. Gentle Easterly breeze. Received Provisions & Stores as per Requisition No. 45

J. B. Luby
Lieutenant U.S.N.

From 8 P M to Midnight Cloudy to overcast. Gentle to moderate breeze and light squalls from E by S. Moon shining through clouds.

R. D. Findale
Ensign U.S.N.

Examined and found to be correct.

John Rutledge
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

At anchor in the Harbour of St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				E S E	E S E	3-5			30.08	79	79	77		o c q	Cumu Cirru	0	
2				"	"	3-5			30.08	79	79	77		"	"	0	
3				"	"	3-5			30.07	79	79	77		o c p q	"	0	
4				"	"	3-4			30.06	79	79	77		"	"	0	
5				E by S	"	3-5			30.05	79	79	77		o c q	"	0	
6				E S E 1/2 E	"	3-4			30.04	80	79	77		"	"	0	
7				E S E 3/4 E	"	3-5			30.08	80	79	78		"	"	1	
8				S E	S E	3-5			30.09	80	79	78		"	"	0	
9				E by S	E by S	3-5			30.09	80	79	79		"	"	0	
10				S E by E	S E	3-5			30.11	80	79	78		"	"	0	
11				S E by S	"	3-4			30.11	80	79	78		"	"	0	
Noon.				E S E	E S E	3-5			30.09	80	79	78		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "
Longitude by D. R. ° ' "
Latitude by observations of ⊙ ° ' "
Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M. Latitude by ° ' "
Longitude by ° ' "

Position at 8 P. M. Latitude by ° ' "
Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 680 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 2050 "
Coal consumed during the preceding 24 hours, tons, lbs.
Coal remaining on hand at Noon, 69 " 512 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1				E by S	E S E	3-4			30.00	80	80	79		o c q	Cumu Strat	0	
2				"	"	3-4			30.01	80	80	79		"	"	0	
3				E S E	"	3-4			30.01	80	80	79		"	"	0	
4				"	"	3-4			30.01	80	80	79		o c p p	"	0	
5				"	"	3-4			30.03	80	80	79		"	"	0	
6				"	"	3-4			30.04	79	79	78		"	"	0	
7				"	"	2			30.05	78	78	78		o c p	"	0	
8				E by S	East	1-2			30.05	78	78	77		"	"	0	
9				"	"	1-2			30.05	78	77	77		"	"	0	
10				"	"	1-2			30.06	78	78	77		"	"	0	
11				"	"	1-2			30.06	78	78	77		"	"	0	
Mid.				"	"	2			30.06	78	78	77		"	"	0	

under the command of Commander Louis Kiggsley, U. S. Navy,

Saturday, November 30th, 18 95.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M. Overcast and cloudy. Light wind and rain squalls from E. & E.

R.D. Findale
Ensign U.S.N.

From 4 to 8 A.M. Overcast to cloudy. Gentle to Stiff breeze in light squalls from S.E. and E. Carried out morning orders.

J. O. Luby,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather cloudy. Gentle to Stiff breeze in squalls from S.E. to E. by S. Barometer Steady. The Commanding Officer of German Man of War Steam paid an official visit to this Ship, also an Officer from the Governor of the Island.

W.B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Overcast and cloudy. Gentle to Moderate breeze in light squalls from E. by E. Sent liberty party of men ashore. Received visit from party of Wardroom Officers made official visit on the German Man of War Steamer.

R.D. Findale
Ensign U.S.N.

From 4 to 8 P.M. Weather overcast and cloudy with passing showers of drizzling rain. Moderate breeze falling light airs from E. by S. to East. Barometer Steady.

W.B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Overcast and cloudy. Light E. by S. breezes. Light rain showers.

Approved

R.D. Findale
Ensign U.S.N.

Commander, U.S.N. Commanding.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—955

LOG of the UNITED STATES Ship Essex First Rate,

At Anchor in the Harbour of St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.																	
1				E by S	East	3			30.00	78	78	77		o c g f	Cum Strat	0	
2				"	"	3-4			30.00	78	78	77		"	"	0	
3				"	"	3			29.97	78	78	77		"	"	0	
4				"	"	2-3			29.97	77	77	76		"	"	0	
5				"	"	3-4			29.93	77	77	76		"	"	0	
6				N E	"	3-4			29.98	77	77	76		o c g v	"	0	
7				E N E	E N E	3-4			29.97	76	76	75		o c g f	"	0	
8				E by S	East	2-3			29.99	76	76	75		"	"	0	
9				"	E S E	2-3			30.00	77	77	76		o c f	"	0	
10				"	East	2-3			30.00	77	77	76		"	"	0	
11				E S E	E S E	2-3			30.01	78	77	76		"	"	0	
Noon.				"	"	2-3			30.00	78	77	76		o f f f	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1550 "

Coal consumed during the preceding 24 hours, tons, 420 lbs.

Coal remaining on hand at Noon, 69 " 92 "

P. M.																	
1				East	East	3-4			30.00	78	77	76		o c v	Nimb	0	
2				N E by E	E N E	4-6			29.94	75	75	74		o c g v	"	0	
3				E by S	"	4-7			29.92	75	75	74		o c p g	Strat	0	
4				S E by E	E S E	4-6			29.92	76	76	75		"	"	0	
5				E by S	"	4-6			29.95	76	76	75		"	"	0	
6				"	"	4-6			29.96	76	76	75		"	"	0	
7				"	"	4-7			29.96	75	75	74		"	"	0	
8				East	"	4-6			29.95	75	75	74		"	"	0	
9				"	East	4-6			29.97	75	75	74		o c g v l g	"	0	
10				"	"	4-7			29.97	75	75	74		"	"	0	
11				"	"	5-8			29.98	75	75	74		"	"	0	
Mid.				E by S	"	5-7			29.96	75	75	74		o c g p g	"	0	

under the command of Commander Louis Kingsbery, U. S. Navy,

Sunday, December 1st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M. Overcast & cloudy with light drizzling rain Barometer falling Light breeze to stiff breeze in squalls from E. & E.

L. Mc Naney
Ensign U.S.N.

From 4 to 8 A.M. Weather overcast and cloudy with heavy rain squalls. Light to fresh breeze in squalls from E. & E. to E. S. E. Barometer rising. German Steamer "Cassie" in sight. At 6 A.M. Received on board Fresh Meat & Supplies and Provisions. 107 lbs Beef 107 lbs Vegetables, 86 lbs Bread.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Overcast and cloudy. Moderate breezes & squalls from East to E. S. E. attended with heavy rains & thunder. At 9 A.M. mustered all hands & read articles for the Government of the Navy & general orders. Received official reports from officers of the German man of war "Stein". German hermaphrodite brig Cassie in harbour.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Overcast and cloudy with heavy rain first part, and passing showers last part. Gentle to fresh breezes from East & E. N. E. Received mail from Mr. Barometer falling. Thunder first part of watch. Stormy & threatening at end of watch.

L. Mc Naney
Ensign U.S.N.

From 4 to 8 P.M. Overcast, cloudy & rainy. Moderate to fresh breeze in squalls from E. S. E.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Overcast cloudy rainy & squally. Fresh breezes in squalls to moderate gales from East. Barometer nearly steady. Occasional lightning.

L. Mc Naney
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" This Rate,

At Anchor in the Harbour of St Thomas W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
A. M.																	
1				E by E	E by E	5-8			29.95	15	15	14		b c g v	Cirri Strat	0	
2				E	"	4-6			29.95	14	14	13		"	"	0	
3				E by E	East	5-7			29.92	14	14	13		"	"	0	
4				E by S	"	5-6			29.94	14	14	13		"	Cirri	0	
5				S E by E	"	5-4			29.94	15	15	14		b c g p	Cirri Cumuli	2	
6				S E	S E	5			29.94	11	16	15		b c	"	1	
7				S E by E	"	5			29.97	11	16	15		"	"	1	
8				S E	"	5			30.00	13	11	16		"	"	2	
9					"	2-4			30.03	19	18	11		b c g p	"	2	
10				S E	"	2-4			30.03	20	18	11		"	"	3	
11				"	"	2-4			30.03	21	19	11		b c g	"	3	
Noon.				"	"	2-4			30.02	21	20	13		"	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Latitude by observations of ⊙ ° ' "

Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M. Latitude by ° ' "

Longitude by ° ' "

Position at 8 P. M. Latitude by ° ' "

Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, tons, 1760 lbs.

Coal remaining on hand at Noon, 68 " 1072 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
P. M.																	
1				S E	S E	5-1			30.02	81	80	11		b c g p	Cirri Cumuli	2	
2				E S E	E S E	5-1			29.96	78	78	76		o c g p	"	0	
3				S E by E	"	5-1			29.95	78	78	76		b c g p	"	2	
4				"	S E by E	5-1			29.91	79	79	76		"	"	3	
5				S E	"	4-6			29.97	79	79	76		b c g	"	3	
6				"	E S E	4			29.98	78	78	76		"	Cirri Cumuli	3	
7				"	"	3			30.02	78	78	76		"	"	2	
8				E S E	"	3			30.02	78	78	76		b c	"	3	
9				South	"	3-1			30.02	77	77	76		o c p	"	0	
10				S E by S	"	3-6			30.03	77	77	76		"	"	0	
11				S E	S E	3-5			30.03	77	77	76		b c g p	"	2	
Mid.				S E by E	"	4-1			30.03	77	77	76		"	"	3	

under the command of Commander Louis S Kingsley, U. S. Navy,

Monday, December 2nd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M. Overcast cloudy rainy and squally. Stiff to gentle breeze with heavy to fresh squalls from E. S. E. to E. Barometer falling. Rolling to wind.

J. H. Jordan.
Lieutenant U.S.N.

From 4 to 8 A. M. Generally overcast. Gentle S. E. & E. breeze. Received on Pay Department for issue to crew following fresh provisions 10 lbs Beef, 10 lbs Vegetables & 8 lbs Bread.

R. B. Bradley
Ensign U.S.N.

From 8 A. M. to Meridian:- Cloudy but pleasant, light to moderate breezes from S. E. Barometer Steady. Had quarters for inspection at 9.30. Moored. Sail to dry at 10.00 O'clock. By order of Commanding Officer Wm A Kern, B. Apps 3 class, was Confined in accordance with Enlistment of 3 days Solitary Confinement on Bread and water for disobedience of orders and disrespectful to his Superior Officer. Released from Confinement by order Commanding Officer. Fuller W. S. Apps 3 class his period of Confinement having expired. Engaged in scraping topsides.

L. M. Nance
Ensign U.S.N.

From Meridian to 4 P. M. Cloudy passing showers. Gentle breeze with fresh squalls from S. E. to E. S. E. Barometer falling then rising. Crew engaged in scraping Ships Sides. Gunners Gang overhauling and refitting recoil cylinders of 4 inch Guns. At 2.30 Sailed Sail. At 3.00 called Apprentices to formation for insubordinate Conduct, leaving a petty Officer in the gangway. Dismissed them after Execution Officer had warned them of the consequences. Water boat came alongside and after inspection of water by Medical Officer, commenced taking it on board. Received on Requisition Department the following Stores:- 12 Ultra marine Blue 100 lbs Lamp Black in oil, 10 Gallons Turpentine, 30 gallons Boiled Linseed oil. 15 Gallons Alcohol.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 P. M.:- Cloudy Gloomy weather. Moderate to gentle breeze from E. S. E. Barometer Steady last half. Received on Equipment Department 7000 gallons fresh water.

L. M. Nance
Ensign U.S.N.

From 8 P. M. to Midnight. Cloudy passing showers occasionally breaking away. Gentle to stiff breeze with fresh squalls from E. S. E. to S. E. Barometer Steady.

Examined and found to be correct.

J. H. Jordan
Lieutenant U.S.N.

John Rubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Erie" Third Rate,

At Anchor in the Harbour of St. Thomas W.I.

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				S E by S	S E	3-5			30.07	78	78	75		bcg	Cu	3	
2				"	"	3-5			30.07	78	78	75		"	"	2	
3				S E	"	3-5			30.00	78	78	75		"	"	2	
4				"	"	3-5			30.00	78	78	75		"	"	2	
5				"	"	3			30.00	78	78	75		bc	"	3	
6				S E by E	S S E	3			30.07	78	78	76		"	Cu Str Cu	4	
7				S S E	"	3-5			30.04	79	79	77		bcg	"	4	
8				"	"	3-4			30.07	80	79	78		"	"	5	
9				S E by E	S E by E	3-5			30.07	80	79	78		"	"	5	
10				S S E	S S E	3-5			30.08	80	79	79		"	Cu Str Cu	4	
11				S by E	S by E	3-5			30.07	81	80	79		bcgp	"	5	
Noon.				S E by S	S E by S	3-5			30.08	81	80	78		bcg	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water [illegible] during the preceding 24 hours, 7000 "

Water remaining on hand fit for use at Noon, 7600 "

Coal consumed during the preceding 24 hours, tons, 420 lbs.

Coal remaining on hand at Noon, 68 " 652 "

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1				S S E	S S E	3-5			30.07	80	79	77		bcgp	Cu Str	2	
2				S by E / E	S by E	3			30.04	81	80	77		bcp	"	3	
3				South	South	3			30.03	80	80	77		bc	"	3	
4				S by E	S by E	3			30.02	82	81	78		"	"	2	
5				South	South	3			30.03	80	81	80		"	"	2	
6				"	"	3			30.04	80	79	80		"	"	2	
7				S S E	S S E	3			30.04	80	79	78		"	"	2	
8				S E by S	S E by S	3			30.04	80	79	78		"	"	2	
9				S by E	South	3			30.08	79	79	77		bc	Cu Cirr	4	
10				S S E	"	2			30.08	79	79	77		bcl	"	3	
11				"	"	2			30.08	79	79	77		"	"	3	
Mid.				"	"	2			30.08	79	79	77		"	"	3	

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday, December 3rd, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd watch & AM. Cloudy and squally. Gentle to stiff breeze from SE.

J. D. Luby
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy and warm. Gentle to stiff breeze from SE to SSE. Barometer rising. Received in Department Supplies and account to 10th ult. Read Secy of Navy letter of 26th ult. Read German Man of War Stein got under way at 6.30 Steamed out of harbor & stood to E. Loosed sail to a fine breeze at 8 Hove to & Doctor party returned.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meridian. Fair and warm. Light passing showers. Between 10 & 11. Gentle breeze with stiff squalls from SE by E to SW by E. Carmen & Steady engaged in scraping Starbd side. At 9.15 hauled out square sails to a bowline & piloted fore & aft sail. At 11.45 Shortened sail & furled light sails. By order Commanding Officer Confined E. M. Burkhope (App 3 class) in double irons for 5 days for insubordinate conduct.

J. J. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy with light passing showers first half. Gentle to stiff breeze from SE to E. Carmen sailing slightly. Engaged scraping Starbd side outside. At 1.05 called all hands and sent down top gallantand royal yards. Moored all square sails and got ready to paint spare. By order of the Commanding Officer Samuel Wood, E.M. Relieved was suspended from duty and confined to the birth deck to await further investigation for gross profanity.

J. D. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Fair and pleasant. Gentle breeze from S to SSE. Barometer steady.

J. J. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Cloudy light moonlight & Light breeze from South Gentle swell setting into the harbor. Lightning to N. & E. at 10.

J. D. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Erie" Third Rate,

At Anchor in the Harbor of St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	States of the Sea
A. M.																	
1				South	South	2			30.06	80	79	78		bc	Cum	4	
2				SE by S	SE by S	1			30.05	79	79	78		"	"	4	
3				SE by S	SE by S	0.1			30.04	79	79	78		"	"	4	
4				South	South	1			30.04	79	79	78		"	"	4	
5				SSE	SSE	1			30.04	79	79	78		"	"	4	
6				South	South	2			30.04	79	79	78		"	Cum Strat	3	
7				"	"	1			30.05	79	79	78		"	"	4	
8				SbyE	SbyE	1-2			30.09	83	80	79		"	Cum	6	
9				South	South	1-2			30.15	85	81	80		"	"	7	
10				"	"	1-2			30.18	83	82	81		"	"	7	
11				"	"	1-2			30.17	83	83	82		"	"	7	
Noon.				"	"	1-2			30.17	84	83	82		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 21100 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 68 " 17 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	States of the Sea
P. M.																	
1				South	South	1-2			30.08	83	86	82		be	Cum Cir	4	
2				"	"	1-2			30.08	84	85	82		"	"	7	
3				SbyW	SbyW	1-2			30.08	84	86	82		"	"	6	
4				SSW	SSW	1-2			30.07	84	86	82		"	"	7	
5				"	"	1-2			30.07	83	84	85		"	"	7	
6				SWbyS	SWbyS	1-2			30.08	82	84	85		bcl	"	8	
7				EbyS	EbyS	0.1			30.08	81	82	84		"	"	9	
8				"	Calm	0			30.08	81	81	82		"	"	8	
9				NEbyE	NE	0.1			30.10	81	P	80		fcbl	Cum Strat	5	
10				NE	"	0.1			30.10	80	81	79		"	"	5	
11				ENE	"	0.1			30.09	80	80	79		rc	"	5	
Mid.				NNE	Calm	0			30.09	80	80	79		"	"	5	

under the command of Commander Louis Kempff, U. S. Navy,

Wednesday December 4th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair and pleasant. Calm to light breze from South to S.E. Barometer falling.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant. Light airs to light breze from S. to S.S.E. Chronometer steady then being. Received on board in Department of Supplies and Accounts, 86 lbs. fresh Bread, 10 lbs. Vegetables and 30 lbs. fresh Beef for issue of crew.

J.J. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear and very warm. Light airs to light breze from South. Engaged in scraping the ship outside and nothing done. Painted copper. Received in pay Department 11 lbs. fresh Beef.

J. F. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather clear and warm. Light airs to light breze from South to S.W. Barometer steady At 1.30 German Man of War Gazelle came in harbor and fired a Salute of 21 Guns, which was returned by the Forts. Hoisted Admiral's flag at the fore. German Vessel engaged in the rigging and scraping the sides till 3 O'clock, when Served out Monthly money to Officers.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and warm. Lightning to SE & SE & E also to N.E. last hour. Light airs to light breze from SE by S & W by S first half Calm to light Easterly airs last half.

J. F. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather fair except for a light rain shower about 9 O'clock. Calm to light airs from N.E. Barometer Steady. A Steam Steamer left the harbor.

W.B.W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Third **Rate,**

Anchored in the Harbor of St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Ocean Seen, in Tithes	State of the Sea.
A. M.																	
1				E by E	Calm	0			30.06	79	79	78		b c w	Cum	1	
2				East	"	0			30.04	78	78	77		"	"	6	
3				N E	"	0			30.04	78	78	77		"	"	1	
4				E by E	"	0			30.03	78	78	77		"	"	1	
5				N E	"	0			30.05	78	78	76		"	C. Cum	1	
6				N by E	"	0			30.06	78	78	77		"	"	1	
7				North	"	0			30.08	78	78	77		"	"	1	
8				East	"	0			30.08	83	81	79		"	"	1	
9				South	"	0			30.11	83	83	80		"	"	1	
10				"	"	0			30.10	83	83	80		"	"	1	
11				W N W	South	1			30.11	82	82	79		"	"	8	
Noon.				West	S W	1			30.10	82	82	80		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "
Longitude by D. R. ° ' "
Latitude by observations of ⊙ ° ' "
Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M. Latitude by ° ' "
Longitude by ° ' "

Position at 8 P. M. Latitude by ° ' "
Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1600 "
Coal consumed during the preceding 24 hours, tons, 640 lbs.
Coal remaining on hand at Noon, 67 " 1612 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Ocean Seen, in Tithes	State of the Sea.
P. M.																	
1				S by W	S W by S	1			30.09	83	83	81		b c	Cum Strat	8	
2				S S W	South	1			30.07	83	83	81		"	"	8	
3				S	S by E	1			30.07	84	84	81		"	"	8	
4				N N E	N by W	1			30.06	83	83	80		"	"	8	
5				"	"	1			30.06	83	82	80		"	"	8	
6				N E	Calm	0			30.09	80	80	79		b	—	10	
7				"	"	0			30.08	80	80	79		"	—	10	
8				"	"	0			30.08	80	80	79		"	—	10	
9				"	"	0			30.09	79	79	78		b c w	Cum Strat	1	
10				North	"	0			30.08	79	79	78		"	"	6	
11				N by E	"	0			30.08	79	79	78		"	"	6	
Mid.				N N E	North	1			30.08	79	79	78		b c	"	8	

4—255

under the command of Commander Louis Kempff, U. S. Navy,

Thursday December 5th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Generally clear. Calm. Bright moonlight.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Clear and calm. At 500 coal lighters came alongside & commenced passing coal on board. Liberty men returned. Two French Steamers went out.

J. E. Lyon
Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear and warm. Calm to light airs from South to S.W. Barometer steady. Liberty party of Apprentices went ashore. Coaling Ship. Crew at work on rigging and Scraping Spars. Allan Akers Apt. Class was released from confinement by order of Commanding Officer, his term having expired. The Commanding Officer of H.M.S. Sneachan paid an official visit to this Ship. A German Steamer and Danish Brig left the Harbor.

W. B. Whittlesey
Lieutenant U.S.N.

Meridian to 4 P.M. Clear. Light variable airs. Engaged in taking coal. Finished coaling Ship having received 1,100 tons from Lighters. H.G.M.S. Thomas. German Man of War "Stein" came in Harbor.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Weather clear. Calm to light airs. Barometer steady. Liberty party of Apprentices returned.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Airs to cloudy. Rain showers at end of watch. Calm and light Airs.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Erie" Third Rate,

At Anchor in the Harbor of St. Thomas W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in White.	State of the Sea.
A. M.															Cum Strat		
1				NE by E	Calm	0			30.08	77	78	77		b e p		3	
2				NE	"	0			30.07	78	79	78		"	"	3	
3				"	"	0			30.06	77	78	77		"	"	2	
4				"	NE	0-1			30.05	77	78	77		"	"	2	
5				E by N	"	0-1			30.05	77	78	76		b c	Cum	5	
6				"	"	0-2			30.06	77	78	76		b e p	Strat Cum	5	
7				"	"	0-2			30.06	77	78	77		"	"	2	
8				NE	"	1			30.09	78	78	77		"	"	2	
9				East	East	1			30.09	77	80	77		"	"	2	
10				NE by E	NE by E	1			30.09	80	84	80		b c	"	2	
11				East	East	1-2			30.09	81	85	80		"	"	2	
Noon.				NE	NE	2			30.10	82	84	78		"	"	2	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 167 " 972 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in White.	State of the Sea.
P. M.															Cum Strat		
1				NNE by E	NNE by E	1			30.07	82	84	77		b e p		2	
2				NE	NE	2			30.07	82	82	78		o c p	"	0	
3				E NE	Calm	0			30.06	82	82	77		"	"	0	
4				NNE	NNE	2			30.06	82	82	78		o c g p	"	0	
5				NE by E	NE by E	2-3			30.09	78	77	75		o c l	"	0	
6				"	"	3-5			30.07	76	75	74		"	"	0	
7				NE	NE	3-5			30.08	76	75	74		"	"	0	
8				NE by E	NE by E	3-4			30.10	76	75	74		"	"	0	
9				E NE	E NE	2-4			30.11	76	76	74		b e p g	"	1	
10				NE	NE	2-4			30.12	76	75	74		"	"	1	
11				"	"	2-6			30.11	76	75	74		"	"	1	
Mid.				"	"	2-4			30.10	76	75	74		"	"	1	

under the command of Commander Lloyd J. Beardsley, U. S. Navy,

Friday November 6th, 1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd until 4 A M. Cloudy. Passing Showers. Calm. Barometer falling. Bright moonlight between Clouds.

L. M. Hamer
Ensign U.S.N.

From 4 to 8 A M. Weather fair, except for passing rain squalls lasting only a few minutes. Calm, to light Airs from N.E. Barometer rising. Received in Department of Supplies and Accounts 10 Pkgs. of Oranges, 10 Pkgs. Vegetables, and 86 lb. Beef. Mail Steamer came in.

W. S. W. Shutesbury
Lieutenant U.S.N.

From 8 A M to Meridian. Cloudy Light E'ly & N.E'ly airs & Calms. Engaged in painting Spars, Scraping Stripe, Side & Light wood work. The Commanding Officer paid an official visit to the Commanding Officer of the German Man of War Screw Iron Steamer "Medusa" flying English flag came in harbor from the S.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P M. Cloudy to Overcast passing Showers. Calms to light breezes from N by E. Barometer nearly Steady. Engaged in Scraping Light wood work and painting Spars. Steamer "Mediana" left the Harbor at 3 P.M. carrying mail for the United States. Received in Department of Supplies and Accounts 7955 lbs. Bread. Received monthly money. Visited Magazine, Flood Locks and found in good Condition.

L. M. Hamer
Ensign U.S.N.

From 4 to 8 P M. Overcast and cloudy. Heavy rain Squalls to Light N.E'ly breezes in Squalls.

R. D. Tisdale
Ensign U.S.N.

From 8 P M to Midnight. Overcast to cloudy and rainy. Light to fresh breezes from N.E. to E.N.E. Barometer rising first half falling last half. 6 Feet 2 Inches draft Head.

L. M. Hamer
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Assistant U.S.N. Navigator.

4-565

LOG of the UNITED STATES Ship Essex Steam Rate,

At Anchor in the harbor of St. Thomas W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dist. of Clear Sky, in Miles.	Stated Dist. Sea
A. M.																	
1				NE	NE	5-8			30.12	76	76	74		bcqp	Cirri	0	
2				"	"	5-8			30.08	76	76	75		"	"	0	
3				ENE	ENE	4-8			30.08	76	76	75		"	"	0	
4				"	"	3-8			30.07	76	76	75		bcqp	"	2	
5				NE by N	NE by N	4 0			30.07	76	76	74		bc	"	1	
6				E by N	E by N	3-7			30.07	76	75	74		bcqp	"	1	
7				"	ENE	3-8			30.09	76	75	74		"	"	1	
8				NE	"	3-8			30.12	76	75	74		"	"	1	
9				"	NE	4			30.12	76	76	74		"	Cirro Cum	2	
10				"	"	2-7			30.10	76	75	74		"	"	2	
11				"	"	3-4			30.10	77	75	74		bc	"	4	
Noon.				"	"	3			30.10	77	75	73		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head .0 '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water Received during the preceding 24 hours, 2200 "

Water remaining on hand fit for use at Noon, 21000 "

Coal consumed during the preceding 24 hours, tons, 560 lbs.

Coal remaining on hand at Noon, 167 " 1417 "

P. M.																	
1				NE by E	NE by E	3			30.09	78	78	77		bcp	Cirro Cum	6	
2				"	"	2			30.08	79	78	76		bc	Cirro Cum	6	
3				ENE	ENE	2			30.08	79	77	75		"	Cum	8	
4				E by N	E by N	2-3			30.08	79	78	75		"	"	5	
5				"	NE by E	2			30.08	79	78	76		"	"	6	
6				NE by E	E by N	2			30.08	78	75	78		"	"	6	
7				E by N	NE by E	2			30.09	76	76	75		"	"	8	
8				NE by E	East	2			30.09	76	76	74		"	"	8	
9				ENE	"	1-0			30.11	77	77	75		"	"	8	
10				East	"	1-0			30.12	76	76	75		"	"	8	
11				"	"	1			30.12	76	76	75		bcp	"	6	
Mid.				ENE	ENE	1-2			30.12	76	76	75		"	"	5	

under the command of Commander Louis Kempff, U. S. Navy,

Saturday November 16, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M. Cloudy, passing rain squalls. Stiff to gentle breeze with very heavy squalls from N E to E N E. Barometer falling. At 1.55 the German Training Ship Gneisenau parted her chain and went ashore on Western point of Entrance to the harbor. Sent an Officer to offer assistance of men or material which was declined with thanks.

Jas. Jordan,
Lieutenant U.S.N.

4 to 8 A. M. Cloudy and rainy. Gentle breeze and fresh squalls from N E to E by N. Received on this Department following fresh provisions for issue to Crew 10,770 lbs. beef, 10,770 lbs. vegetables & 8,000 lbs. bread. German Man of War "Stein" sighted by Anchorage to Ahead of the "Gneisenau" probably with a view of assisting her. A German Steamer came in harbor at 7 Hrs and manoeuvred to go along side Coal wharf.

A. D. Biddle
Ensign U.S.N.

8 A. M. to Meridian. Cloudy with rain squalls first part, clearing near end of watch. Light to fresh N E by E breezes, Barometer nearly steady. Water boat came alongside at 10 o'clock & shifted, taking in water. German Man of War "Gneisenau" succeeded in getting off the shoal at 9 o'clock. Both German Men of War engaged in manoeuvring for an anchorage till 10 o'clock when they both anchored. At 11 o'clock German Man of War "Stein" came in the harbor and anchored.

L. M. Nanne
Ensign U.S.N.

Meridian to 4 P. M. Clear and pleasant, light passing showers first part of watch. Light to gentle breeze from N E by E to E by N. Barometer steady. Sent an Officer on board the German Training Ship Stein with offer of usual civilities. Commanding Officer of same ships paid an official visit to this Ship. Received on board on pay Department 2,700 gallons fresh water. O. A. Simmons Ord. Sea. 3d class reported on board, duties as per order. W. J. Smith (Apr.) 3d class was left on shore when boat returned.

Jas. Jordan,
Lieutenant U.S.N.

4 to 8 P. M. Clear and pleasant, light breeze from E by N to N E by E. Barometer nearly steady.

L. M. Nanne
Ensign U.S.N.

8 P. M. to Midnight. Clear and pleasant first part of watch passing showers latter part. Calm and light airs to light breeze from E to N E. Barometer steady.

Jas. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Erie" Third Rate,

at Anchor in the Harbor of St. Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.																	
1				East	E by S	0-1			30.11	76	76	75		bc	Cirro Cumu	4	
2				E by E	East	1-3			30.09	76	76	75		bcq	"	5	
3				"	"	0-1			30.08	76	75	74		bc	"	5	
4				"	"	0-1			30.07	76	75	74		"	"	5	
5				"	"	1			30.07	76	75	74		"	"	8	
6				E by S	E by S	0-2			30.07	71	75	75		"	"	7	
7				"	"	0-2			30.07	71	75	75		"	"	9	
8				East	East	2			30.17	76	75	74		bcp	Cirro Cumu	2	
9				"	"	2			30.17	77	76	74		bc	"	2	
10				E by E	E by E	1-2			30.16	79	77	75		"	"	4	
11				"	"	2			30.14	80	78	76		"	"	4	
Noon.				"	"	2-3			30.13	81	79	76		"	"	4	

Course and distance made good since preceding noon by observations, knots, ', tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 166 " 2012 "

P. M.																
1				E by E	E by E	2			30.10	81	79	76		bc	Cirro Cumu	4
2				"	"	1-3			30.10	80	79	76		"	"	5
3				"	"	1-3			30.08	79	78	76		bcp	"	4
4				"	"	1-3			30.08	79	78	76		"	"	4
5				"	"	1-2			30.09	78	78	76		"	"	4
6				"	"	0-1			30.09	78	78	76		bc	Cirro Cumu	4
7				"	"	0-1			30.09	78	77	76		bcp	"	4
8				"	"	0-1			30.08	78	76	75		bcw	"	4
9				East	"	0-1			30.10	78	76	76		"	"	4
10				"	Calm	0-1			30.10	76	76	74		"	"	5
11				E by E	Variable	0-1			30.12	76	76	74		"	Cirro Cumu	8
Mid.				East	"	0-1			30.12	76	76	74		bc	"	10

4—260

under the command of Commander Louis A. Kemp, U.S. Navy,

Sunday, December 26th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M.

Fair & clear and pleasant. Calms to light breeze from E. & E.S.E. W. Smith (Appr. Class) who straggled from the Whaleboat Yesterday P.M. returned to the Ship. Lost Oarsman (Appr. Class) D. McNelan, Appr. Class, returned from liberty 8 hours overstayed.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy with passing showers last hour. Calms to light breeze from E. by S. Steady Course & Speed. Received in Department of Supplies and Accounts, fresh provisions as follows, 10 Lbs. Beef, 10 Lbs. Vegetables, 8 Lbs. Bread. Liberty party returned.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meridian.

Cloudy light passing showers first part of watch. Light airs to light breeze from E. to E.S.E. Carpenter Sailing Master at quarters. W. Joslyn (Bm's Class) & Wm. McKelly (Bm's Class) P. Mc Keough (Cox.) absent without leave. Commanding Officer inspected Ship and Crew and afterwards held Divine Service on board. W. Joslyn (Bm's Class) returned from leave, 7 hours overstayed. By order of Commanding Officer released from confinement E. Manchester (Appr. Class) expiration of Sentence.

J. B. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M.

Generally clear and pleasant, quite a few occasional light passing showers. Light airs to light breeze from E. & E. Sent liberty party of men & boys on shore. Sent watering party to German Man of War Bremerhaven. Commanding Officer made official visit to the Commanding Officer of H.I.G.M.S. Stosch.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant, light passing showers between 5.00 & 6.00, Calms and light airs from E. & E. Barometer Steady. Hauled P. Watch & C.C.M. under care of Master at Arms for divine Service.

J. B. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Fair to clear and pleasant, light Straight Calms to light variable airs.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship Dart Rate,

at anchor in the Harbor of St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.																	
1				E N E	Variable	0-1			30.12	76	76	74		fair	Cirrus	4	
2				East	"	0-1			30.09	76	76	74		fair	"	4	
3				"	"	0-1			30.07	76	76	74		"	"	5	
4				"	"	0-1			30.04	76	75	73		"	"	5	
5				N E	N E by E	2-3			30.01	76	75	74		"	Cirrus Cumulus	3	
6				E N E	"	1-2			30.10	76	75	74		fair	"	3	
7				East	East	1			30.10	76	75	74		fair	"	5	
8				E N E	E N E	0-1			30.12	79	76	75		"	"	6	
9				N E by E	"	1-2			30.13	79	76	75		"	Cirrus Cumulus	6	
10				"	"	2-3			30.13	80	80	78		"	"	6	
11				"	"	2-3			30.13	80	80	78		"	Cirrus Stratus	5	
Noon.				E by N	East	2			30.12	80	80	78		"	"		

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 560 lbs.

Coal remaining on hand at Noon, 166 " 1452 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1				E by N	East	2			30.01	81	80	79		fair	Cirrus Stratus	4	
2				"	"	2			30.06	81	80	79		fair	"	5	
3				E N E	E N E	2			30.06	81	80	79		"	"	6	
4				"	"	2-3			30.05	81	80	79		"	"	5	
5				E by S	East	2			30.05	79	79	78		"	Cirrus Cumulus	7	
6				E by N	"	2			30.06	78	78	77		"	"	3	
7				East	"	1			30.09	78	78	77		"	"	7	
8				"	"	1-2			30.04	77	77	76		"	"	5	
9				"	"	1-2			30.10	77	77	76		fair	"	7	
10				"	"	1-2			30.11	77	77	76		fair	"	7	
11				E by S	"	1-2			30.10	77	77	76		"	"	6	
Mid.				"	"	1-2			30.09	77	77	76		"	"	6	

under the command of Commander Louis A Kengsbury, U. S. Navy,

Monday December 9th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair. Calm to light variable airs. Barometer falling

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy with light passing showers first part of watch. Clear and warm last part. Calm and light airs to gentle breeze from N.E. by E. to East. Barometer rising. Received on board in Bay Supplies for 107 ½ lb each pork beef and vegetables & 86 lbs fresh bread. P.M.C.M. Kelly (M.) Class) & P.M. Keogh C.B.) returned on board & 24 hours liberty. Cleared from charge of Chaplain at Arms P. Wemond (C.C.M.). The German Training Ship Stosch left the harbor. A German merchant Steamer came in.

J.H. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian. Fine and pleasant. Light airs to gentle breeze from E.N.E. to East. Engaged painting ship on side & inspecting appearance clothing &c. Captain of U.S.S.M.S. Foreman called to thank the Commanding Officer for his courtesy in sending an officer & assistance when the "Fairman" was ashore on the morning of the 7th. By order of the Commanding Officer Confined J. Chamberlain Appr 3 class for 3 days in Solitary Confinement on bread and water. Offence attempting to smuggle liquor.

J.B. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather fair. Light to gentle breeze from East to E.N.E. Barometer falling. At 1.30 P.M. Stein left the harbor. The ship made International Signal N.C.Q.R. which was answered by S.M.S. Stein by R.S.S.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Clear to cloudy and pleasant. Light airs to light breeze from East.

J.B. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather fair except for a few light showers of drizzling rain about 9 O'Clock. Light airs to light breeze from East. Barometer steady.

W.B.W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—365

LOG of the UNITED STATES Ship *Essex* Said Rate,

Steamer in the Harbor of St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				East	East	1			30.07	76	76	75		fc	Cum	8	
2				"	"	1			30.05	76	76	75		"	"	7	
3				E by E	E by E	1			30.04	76	76	75		"	"	7	
4				"	"	1			30.02	76	76	75		"	"	7	
5				"	"	0-1			30.01	76	76	75		"	"	6	
6				E by N	"	0-1			30.03	76	76	75		"	Strat Cum	4	
7				East	"	0-1			30.06	78	74	76		"	Cum	5	
8				"	"	0-1			30.08	84	80	78		"	"	7	
9				E by E	E by E	1-2			30.09	85	81	79		"	"	6	
10				SE	SE	1-2			30.10	83	84	79		"	"	7	
11				"	"	1-2			30.10	83	81	79		"	"	6	
Noon.				"	"	2-3			30.07	84	84	81		"	"	4	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 166 " 812 "

P. M.															
1	SE by E	SE	2	30.03	83	83	81	fc	Cum Strat	4	
2	SE	"	2-3	30.02	82	82	80	"	"	3	
3	East	SE by E	2-3	30.01	82	81	80	fcd	"	3	
4	SE by E	"	2-3	30.01	81	81	80	"	"	3	
5	SE by E	"	2	30.02	80	80	79	"	"	4	
6	East	East	1	30.02	80	80	79	fc	"	3	
7	"	"	1	30.03	80	80	79	"	"	3	
8	SE by E	Variable	0-1	30.03	79	79	78	"	"	3	
9	E by N	E by E	2	30.04	78	79	78	"	"	5	
10	"	"	1	30.05	78	79	78	"	"	7	
11	"	"	1	30.05	78	79	78	fcp	"	9	
Mid.	E by N	East	1	30.05	78	78	77	"	"	6	

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday, December 10th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant. Light Easterly airs

R. D. Tisdale
Ensign U.S.N.

4 to 8 A.M. Fair to clear and pleasant. Calm to light airs from E. N. E. Extra morning orders. Received my Pay Department, 10 lbs fresh beef, 10 lbs Vegetables & 8 lbs Bread. C. & G. M. S. Eurisician, got underway & stood out of the harbor at 8.

J. B. Luby
Lieutenant U.S.N.

8 A.M. to Meridian. Weather fair. Light airs to light breeze from S. to E. S. E. Barometer falling. At 10 o'clock called all hands and set sail.

W. S. Whittlesey
Lieutenant U.S.N.

Meridian to 4 P.M. Fair and pleasant. Light to gentle S. E. by breeze. Light drizzle at times. Returned at 2 P.M. Engaged in breaking out provisions to clean and coal ship. Filled sails at 2:30.

R. D. Tisdale
Ensign U.S.N.

4 to 8 P.M. Weather fair, light drizzle first hour of watch. Light breeze to light airs from E. by S. to E. S. E. Barometer rising.

W. S. Whittlesey
Lieutenant U.S.N.

8 P.M. to Midnight. Clear. Light airs from E. & E. Light passing rain showers during latter part of watch.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Guttard
Lieutenant U.S.N. Navigator.

4-295

LOG of the UNITED STATES — Ship "Essex" — This Rate,

At Anchor in the Harbor of St Thomas W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea
A. M.																	
1				SE by E	East	3			30.04	78	78	77		fc	Cum Strat	5	
2				ESE	"	1			30.05	78	78	77		"	"	5	
3				ENE		0-1			30.01	78	78	77		fcap	"	2	
4					ENE	0-1			30.00	78	78	77		"	"	5	
5				NE	Calm	0			30.01	77	77	76		"	"	4	
6				North	"	0			30.00	77	77	76		"	"	4	
7				NbyW	"	0			30.02	77	77	76		fc	"	6	
8				SbyW	SSW	2			30.09	77	77	78		"	Cum	7	
9				"	"	2			30.69	82	80	79		"	"	4	
10				"	"	2			30.10	83	82	81		"	"	6	
11				"	"	2			30.10	84	83	81		fcap	"	5	
Noon.				SWbyS	"	2			30.08	84	84	81		fc	"	5	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.
Water Received during the preceding 24 hours, 2300 "
Water remaining on hand fit for use at Noon, 7900 "
Coal consumed during the preceding 24 hours, tons, 640 lbs.
Coal remaining on hand at Noon, 166 " 172 "

P. M.																	
1				SWbyS	SW	1-2			30.05	83	84	82		fc	Cum	4	
2				"	"	1-2			30.02	83	84	82		"	"	4	
3				"	"	1-2			30.01	84	84	83		"	"	5	
4				WbyN	WSW	1-2			30.01	83	84	82		"	"	9	
5				SW		1			30.02	83	84	82		"	"	6	
6				SWbyS	SW	0-1			30.02	83	84	82		"	"	6	
7				WbyS	"	1			30.05	81	82	81		"	"	1	
8				WbyN	"	0-1			30.06	80	81	80		"	"	4	
9				WNW	Calm	0			30.07	80	80	80		"	Cum Strat	6	
10				NNE	"	0			30.07	80	80	79		"	"	6	
11				ENE	Variable	0-1			30.07	80	80	79		"	"	5	
Mid.				ESE	East	0-1			30.07	80	80	79		"	"	8	

4—26

under the command of Commander Louis Kempff, U. S. Navy,
December 11th, 1865.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 AM: Generally clear, passing Showers Latter part. Barometer falling. Moonlight. Calm to light Breeze

L. M. Hamner
Ensign U.S.N.

From 4 to 8 A.M. Weather fair, passing Showers during first half of watch. Clearing during last half of watch. Calm to light breeze from S.S.W. Barometer steady. Received on Department of Supplies and Accounts, 10 1/2 Bbls of Pork, 10 Bbls of Vegetables, and 36 Bbls of Bread. Men Engaged in painting Ship

W.B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian Fair and warm. Light S.S.W. breeze. Engaged in painting Ships Sides. Cleaned & white washing Poop & and other Paint Work prior to Mooring for hold. Italian Steamer "Re" Painting. English Steamer Lord Lansdowne and a Spanish Steamer came in port, the latter going on the lifting dock.

R.D. Findale
Ensign U.S.N.

From Meridian to 4 P.M. Fair and warm, light breeze from S.S.W. Barometer falling. Water boat came alongside at 2 P.M. tested water found it good, and Commenced taking it in. Engaged in stowing hold and painting.

L. M. Hamner
Ensign U.S.N.

From 4 to 8 P.M. Fair and warm. Calm to light S.S.W. breeze. Received on board from Wm. Cranston & Co. St Thomas 2000 fresh water

R.D. Findale
Ensign U.S.N.

From 8 P.M. to Midnight. Fair with heavy dew, Steady barometer. Calm to light Variable airs, Light Moonlight.

L. M. Hamner
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" This Rate,

at Anchor in the Harbor of St Thomas W I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop'n of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				E N E	Calm	0			30.05	79	79	77		bc	Cum	8	
2				N E	"	0			30.04	79	79	77		"	"	8	
3				N by E	"	0			30.03	78	79	77		"	"	7	
4				"	N N E	0-1			30.02	78	79	77		"	"	5	
5				E N E	Calm	0			30.04	78	78	77		"	"	7	
6				East	"	0			30.05	78	78	77		"	"	7	
7				"	Variable	0-1			30.06	79	78	77		"	"	8	
8				N by E	N N E	1			30.08	80	80	79		"	"	8	
9				"	"	1-2			30.08	80	80	79		"	Cum Strat	4	
10				"	"	2			30.09	81	81	80		"	"	4	
11				North	E N E	2			30.09	81	81	80		bcd	"	5	
Noon.				N E by N	"	2-3			30.08	82	81	80		bc	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, tons, 500 lbs.

Coal remaining on hand at Noon, 164 " 1912 "

P. M.																	
1				N E by N	N E by E	2-3			30.01	82	81	80		bc	Cum Strat	4	
2				"	N E by N	2-3			30.05	81	81	78		"	"	4	
3				"	N E	2-3			30.04	81	81	78		"	"	4	
4	2	4	3. 4	S W		2			30.04	82	81	78		"	"	5	
5	6	2	5. 8	W N W	N E by E	2			30.05	80	80	76	82	"	"	7	
6	3	4	12. 4	"	"												
7	1	0	13. 4	North	ENE	3			30.04	79	79	75	82	"	"	6	
8	6	0	19. 4	"	"	3			30.06	79	79	75	82	"	"	7	
9	3	3	23. 5	N N W	N E by E	3			30.08	79	79	75	82	"	"	8	
10	4	1	28. 6	N N W	"	1-2			30.08	79	79	75	82	Calm	"	5	M
11	4	6	41. 2	"	"	1-2			30.07	79	79	75	82	"	"	5	"
Mid.	5	4 2	46. 6	N by W	ENE	1-2			30.07	79	79	75	82	"	"	7	"

under the command of Commander Louis Kempff, U. S. Navy,

Thursday, December 19th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM. Clear and pleasant. Calm to light airs from N. N. E. Barometer falling slowly.

J. H. Jordan
Lieutenant U.S.N.

4 to 8 AM. Clear and pleasant. Calm and light variable airs N. N. E. by airs. U. Gilman, Steamer came in harbor, and two barks and one brig flying Norwegian flag left the harbor. Received in Pay Department for issue to crew 10 lbs. beef, 10 lbs. Vegetables, 5 lbs. Bread. At 8 AM. Cleared and started fires under boilers No. 2 & 3.

R. B. Tindall
Ensign U.S.N.

8 AM. to Meridian. Clear and pleasant. Light airs from N. N. E. to gentle breeze from E. N. E. Barometer nearly steady. Crossed top gallant and royal yards at 8 45 & Set the gear. Knocked off Cat & Fish & Stowed Hammocks. Seamen Released from Confinement by order of Commanding Officer. (Quarantine Officer's visit) by reason of Separation of Confinement.

L. M. Nanney
Ensign U.S.N.

From Meridian to 4 PM. Clear and warm. Light to gentle breeze from E. by E. to N. E. by N. Barometer falling then steady. Making preparations for getting underway. At 3.20 hove up Starboard anchor and stood out of the harbor. Commanding Officer Coming the Ship. At 3.40 Sampson Post Entrance and Close at once took departure and heaved to. (P.C.) Put over Patent Log. Reading 0. c at 4 00. Changed Course to W. by S. Draft of Ship 14' - 3" forward and 16' - 5" Aft. Average Steam 50 lbs. Average revolutions 39.

J. H. Jordan
Lieutenant U.S.N.

4 to 8 PM. Fine to clear and pleasant. Light to moderate breeze from N. E. by E. and E. N. E. Hauling Variation. Compass under Control of Creator until 5 30 when set the Courses & Dist per Standard Compass Calibrated. Light bearing W. by S. Sail Rock S. E. by E. (Port Angeles) Patent Log 26. Under Steam alone at first. At 5 Set for Light Sail. At 5 50 Set Foresail. Stopped Engines and uncoupled propeller & Blew out air in C. & B. & Kept fire in A for distilling. Commenced distilling. At End under four and aft Sail & Foresail. Cut Steam. Cover about 5 by W. (P. C.) Condition of B. Steam pressure 55.

J. B. Luby
Lieutenant U.S.N.

8 PM to Midnight. Weather fine and pleasant. Gentle to moderate breeze from E. by E. to E. N. E. Barometer steady. At 8 Clewed up and furled sail & Royals. Stopped by the Land on Starboard Tack & Distilling.

W. S. W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—365

LOG of the UNITED STATES Ship Essex Sloop Rate,

Making passage from St Thomas W. I. to Port Royal Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Dry Bulb.	Att. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
A. M.	5	7													Cum		
1	5	1	51.1	N½W	ENE	4		½	30.06	78	78	76	81	bc	Nimbus	5	
2	4	6	56.3	"	"	3-4		½	30.05	78	78	76	81	"	"	5	
3	4	6	61.9	"	"	3-4		½	30.02	78	78	76	80	bcd	"	6	
4	3	6	64.5	"	"	3-4		½	30.02	78	78	76	80	bc	"	7	
5	3	8	68.3	NNW	ESE	3		½	30.01	78	78	76	80	"	"	8	
6	3	1	71.4	North	"	3		½	30.01	79	79	76	80	"	"	5	
7	3	6	75.0	"	"	3		½	30.03	78	78	77	80	bcp	"	3	
8	4	4	79.4	"	East	3-4			30.06	79	77	77	81	"	"	4	
9	5	6	85.0	"	"	4			30.06	79	79	77	81	bc	"	7	
10	5	0	90.0	"	ESE	4			30.07	79	79	77	81	"	Cum	8	
11	5	6	95.6	"	SSE	4			30.08	79	79	78	81	"	"	7	
Noon.	5	7	100.8	"	"	4			30.05	79	79	79	81	"	"	7	

119.8 Distance by log.

Course and distance made good since preceding noon by observations, NbyW 10¾ miles 100 knots, 5 tenths.

Position at Noon:
- Latitude by D. R. 19 ° 44. 3 " N
- Longitude by D. R. 65 ° 23. 14 " W
- Latitude by observations of ⊙ 19 ° 56. 5 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 65 ° 34. 15 " W

Position at 8 A. M.:
- Latitude by D.R. 19 ° 23.08 " N
- Longitude by Forenoon observation ⊙ 65 ° 34 15 " W

Position at 8 P. M.:
- Latitude by D.R. 20 ° 43. 46 " N
- Longitude by Afternoon observation ⊙ 65 ° 36. 51 " W

Current during the time, 2/3 knots tenths per hour, setting to the NW 3/8 7

- Error of the Compass by Azimuth ⊙ observed at 8am, ship's head North ° 32 W
- Deviation of the Compass by Azimuth ⊙ observed at 8am., ship's head North ° 27. E — variation used, 1°00.W
- Error of the Compass by Azimuth ⊙ observed at 3 H 0/m ship's head North 1 ° 21. W
- Deviation of the Compass by Azimuth ⊙ observed at 3 H 0/m ship's head North ° 39. E — variation used, 2°00.W

Water expended during the preceding 24 hours, 50 gallons.

Water Distilled during the preceding 24 hours, 1100 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 2 tons, 1680 lbs.

Coal remaining on hand at Noon, 162 " 232 "

P. M.																	
	5	5															
1	5	5	6.3	North	SE	4			30.07	80	80	79	81	bc	Cum	5	
2	5	5	11.8	"	"	4			29.98	80	80	79	81	"	"	5	
3	5	6	17.4	"	SEbyS	4-5			29.96	80	80	79	81	"	"	5	
4	5	7	23.1	"	"	4-5			29.96	80	79	79	81	"	"	3	
5	5	6	28.7	"	"	4			29.96	79	79	79	81	"	"	3	
6	6	6	34.7	"	SSE	5			29.96	79	79	79	81	"	"	4	
7	6	6	41.3	"	"	5			29.96	79	79	79	81	bcl	"	6	
8	6	4	47.7	"	"	5			29.96	79	79	79	81	"	"	5	
9	6	3	54.0	"	SSE	5			29.95	80	79	79	80	"	"	6	
10	6	6	60.5	"	SbyE	5			29.95	80	79	79	80	"	Cum	7	
11	6	4	67.0	"	"	5			29.94	80	79	78	80	bclt	"	0	
Mid.	4	9	71.9	"	SSW	4-3			29.94	78	79	77	80	bclth	"	0	
	11	1															

4—260

under the command of Raymond Louis Tingley, U. S. Navy,

Friday December 25th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM. Fair and pleasant, Moderate to fresh E.N.E by breze. By the wind Starboard tack. Under all sail except Mainsail & gaff topsail. Moon rose at 3.45. Distilling fire under boiler A

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Clear and pleasant to showery last half. Gentle to Moderate breze to E by N to East. Barometer rising. Took in royals and flying jib at 6.30 & set them again at 7.30. By the wind on the starboard tack. At 7.30 made Course North. Moderate confused sea.

L. M. Nance
Ensign U.S.N.

From 8 AM to Meridian. Clear and pleasant, moderate breze from East to E by E. Barometer rising then falling Log scored from 8 AM. Steering a course North under all sail except Mainsail. At 1200 took in spanker and main trysail At 9.30 mustered at quarters and afterwards exercised at Fuchal Quarters without powder Served out clean hammocks and shifted dusty ones. Distilling.

J. H. Jordan
Lieutenant U.S.N.

From Meridian to 4 PM. Cloudy to fair and pleasant, Moderate to fresh breze from S.E. and S.E. by S. Log scored from S.E. Steering Course North under all sail except Mainsail main trysail and spanker at first at 2.30 hauled down flying jib and fore topmast staysail. Engaged Scrubbing hammocks and clothes. Distilling.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 PM. Weather fair. Moderate to stiff breze from S.S.E. Barometer steady at 4 Oclock set fore close of mainsail. Lightning in the N.W. during last half of watch. Steering a Course. Distilling.

W. R. Whittlesey
Lieutenant U.S.N.

From 8 PM to Midnight. Fair to overcast lightning from N.W. to North thunder and very heavy rain last hour. Steff S.S.E to E.S.E to Moderate Sky and gentle S.S.E by Engines. On Course Set Royals at 8 to work on main and mizen topmast stay sails. At 11.00 furled royals at 11.30 took in top gallant sails on account of threatening weather. Noticed Electric Glow at Mizen Truck at main truck during first heavy rain. Finished distilling at 9.30 and allowed fires under boiler A to die out.

Examined and found to be correct.

R. D. Tisdale
Ensign U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Thins Rate,

Making passage from St. Thomas W.I. to Fort Royal Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in tenths.	State of the Sea.
A. M.																	
1	7	5	74.1	N.E.	NNE by N	6-4			29.94	74	75	75	80	o clrg	Cum Nmst.	0	m
2	7	0	74.8	E.N.E.	N by W	4-6			29.94	74	75	75	80	"	"	0	"
3	3	9	78.7	"	"	4-6			29.94	74	76	75	80	o clgd	"	0	"
4	4	1	82.8	"	"	5-8			29.94	74	75	75	80	o clgs	"	0	"
5	7	3	85.1	E.	"	4-6		3	29.94	75	75	74	80	o cgs	"	0	"
6	10	9	86.0	"	"	3-4		3	29.96	76	75	74	80	o cs	"	0	"
7	10	6	86.6	NE by E	NNW	1-2		2	29.99	75	75	74	80	o cu	"	0	"
8	10	5	86.7	"	"	0-1		2	30.00	76	75	74	79	o cs	"	1	"
9	7	0		NNE	NW by W	1-2		3/4	30.03	75	76	74	80	"	"	2	"
10	7	8		NE by E	NNW	1-2		1/2	30.04	75	76	74	80	"	"	3	"
11	7	3		"	"	1		1	30.04	76	76	74	81	o c	"	4	"
Noon.	7	4		NNE	NW by W	1		1	30.03	77	76	74	81	"	"	3	"

P.M. 4 Latitude by Log.

Course and distance made good since preceding noon by observations, NNE by E 1/4 E 90 knots, tenths.

Position at Noon:
- Latitude by D. R. 21° 10' 46" N
- Longitude by D. R. 65° 14' 48" W
- Latitude by observations of ☉ 21° 24' 13" N
- Longitude by chronometer from Forenoon Observations of ☉ 65° 10' 42" W

Position at 8 A. M.
- Latitude by [illegible]
- Longitude by [illegible] observation ☉

Position at 8 P. M.
- Latitude by [illegible] 21° 07' 01" N
- Longitude by [illegible] observation ☉ 64° 39' 42" W

Current during the time, 17 knots tenths per hour, setting to the S by E 1/2 E

Error of the Compass by Azimuth ☉ observed at 8 am, ship's head NE 0° 10' E

Deviation of the Compass by Azimuth ☉ observed at 8 am, ship's head NE 3° 00' E variation used, 7° 50' W

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 80 gallons.

Water during the preceding 24 hours, 600 "

Water remaining on hand fit for use at Noon, 2850 "

Coal consumed during the preceding 24 hours, tons, 1600 lbs.

Coal remaining on hand at Noon, 161 " 872 "

P. M.																	
1	7	0		N 1/2 W	W by N	2		1/2	30.00	77	76	74	81	bc	Cum Nmst	1	
2	4	0	86.7	NNE 1/2 E	NW	3-4		1/2	29.99	76	76	74	80	o cs	"	0	
3	4	7	91.4	"	"	3-4		1/2	29.99	75	75	74	80	"	"	0	
4	4	3	95.7	NE	NNW	2-3		1/2	30.00	74	75	74	80	"	"	0	
5	3	0	97.9	"	NW by N	2-3		1/2	30.01	74	75	73	80	o cl	"	0	
6	4	1	102.0	NE 1/2 E	"	3-4		1/2	30.02	76	75	73	79	oc	Cum Nmst Strat	0	
7	4	4	6.4	NE	"	4-5		1/2	30.03	76	75	73	79	o cl	"	0	
8	5	4	11.8	"	"	5		1/2	30.04	76	75	73	79	oc	"	0	
9	5	1	16.9	"	"	5		1/2	30.07	77	76	73	79	bc	"	2	
10	5	1	22.0	"	"	5		1/2	30.07	77	76	73	79	"	"	2	
11	4	5	26.5	NE 1/2 E	"	4-5		1/2	30.08	76	76	73	79	"	"	2	
Mid.	4	5	31.0	ENE	NW by N	4-5		1/2	30.08	76	76	73	79	"	"	2	
	51	1															

under the command of Commander Louis M Coffey, U. S. Navy,

Saturday, December 14th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences And Noted at AM

Overcast and Calm Moderate breeze to moderate gales in squalls from NW by N to NW by W. Barometer steady. Lightning to N and Eastward. At beginning of watch ran under main topsail foresail and foretopmast Staysail. At 12.05 headed off to NE and braced Yards Hauled up on Starboard tack. At 12.45 Hauled in Port Log reading 14h. 17m. At 1.50 put it over again. At 2.45 Started furling top gallant Sails and taking two reefs in topsails. Moderate NW to Sea. Distributing

L. M. Nanney
Ensign U.S.N.

From 4 to 8 PM

Cloudy passing Showers. Stiff breeze to Calm with moderate squalls from NW by W to NW by N. Barometer being Steering by the wind on port tack under foresail fore and two reefed topsails. At 6.20 Set main and mizzen topmast Staysails and Topgallant Sails.

J. H. Jordan
Lieutenant U.S.N.

From 8 PM to Meridian

Cloudy with light passing Showers first half. Light airs to light breeze from NW and W. By the wind on port tack under sail to Cocoble keeping topsails with topgallant Sails over them at first. At 8.10 Shook reefs out of topsails and made all sail to topgallant sails except Mainsail, main trysail and spanker. Shook reefs out of sails and clothes and hammocks. Employed cleaning the Ship inside.

J. B. Luby,
Lieutenant U.S.N.

From Meridian to 4 PM

Weather overcast and cloudy with passing rain squalls. Light to moderate breeze in squalls from NW by W to NW by N. Barometer steady. At 1.20 called all the divisions to quarters and turned in clean hammocks. At 2 O'clock Port watch Put Log reading 86.7 and made all sail to topgallant sails except main trysail and spanker.

W. R. Whittlesey
Lieutenant U.S.N.

From 4 to 8 PM

Overcast and Cloudy. Light to stiff breeze from NW by N. By the wind port tack. No change in sail. At 7.50 Lighted the colorite light. Hearing about. Each.

R. A. Tindall
Ensign U.S.N.

From 8 PM to Midnight

Overcast to cloudy. Moderate to stiff breeze from NW by W to NW by W. Barometer nearly steady. By the wind on port tack. No change in Sail.

Examined and found to be correct.

L. M. Nanney
Ensign U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" This Rate,

Making passage from St. Thomas W. I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.	○																
1	4	6	35.6	E ½ E	N by W	3-4		½	30.07	76	75	½	81	b c	Cirr	4	m
2	4	3	39.9	"	"	3		½	30.07	76	75	½	77	"	"	2	"
3	4	7	44.6	E by N	North	3		½	30.07	76	75	½	77	"	"	1	"
4	5	1	49.7	"	"	3-4		½	30.06	76	75	½	77	b c	"	0	"
5	5	1	54.8	"	"	3-4		½	30.05	76	75	½	77	b c	Cirr	3	"
6	5	1	59.9	E ½ N	N by E	3-4		½	30.06	76	75	½	77	"	Cum Str	4	"
7	5	0	64.0	E by S	N E	3-4		½	30.09	76	75	½	77	"	"	4	"
8	4	9	68.8	E ½ E	N E by N	3-4		½	30.12	76	75	½	76	"	"	2	"
9	2	2	73.0	E by S	N E	3-4		½	30.18	76	75	½	76	b c	"	0	"
10	3	6	77.1	N W by W	N N E	4		½	30.18	76	75	½	76	b c	"	0	"
11	3	1	80.8	"	"	4		½	30.18	76	75	½	76	"	"	2	"
Noon.	3	0	83.8	"	"	3-4		½	30.14	76	76	½	77	"	"	3	"

103. 9 Distance by log.

Course and distance made good since preceding noon by observations, E ½ E 94 knots, tenths.

Position at Noon:
- Latitude by D. R. 22° 01' 31" N
- Longitude by D. R. 63° 52' 00" W
- Latitude by observations of ⊙ 22° 00' 09" N
- Longitude by chronometer from Forenoon Observations of ⊙ 63° 36' 42" W

Position at 8 A. M.:
- Latitude by D R 21° 58' 01" N
- Longitude by Forenoon Observation ⊙ 63° 25' 36" W

Position at 8 P. M.:
- Latitude by D R 22° 09' 03" N
- Longitude by Afternoon Observation ⊙ 63° 54' 24" W

Current during the time, 11½ knots tenths per hour, setting to the E ½ S

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head

Error of the Compass by Azimuth ⊙ observed at 11 A.M. ship's head N W by N 4° 48'. W.

Deviation of the Compass by Azimuth ⊙ observed at 11 A.M. , ship's head N W by N 0° 12'. E variation used, 5° 00' W

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 161 " 732 "

P. M.																	
1	4	0	87.8	N W by W ½ W	N N E	3-4		½	30.12	76	76	½	79	b c	Cum Str	3	m
2	3	0	90.3	W N W	N by E	3		½	30.11	76	76	½	79	"	"	4	"
3	3	0	92.6	N W	N E by N	3		½	30.10	76	76	10	79	"	"	4	"
4	2	5	94.8	N W ½ N	N	3		½	30.10	76	75	69	79	"	"	4	"
5	2	0	96.2	N W	N E	2		½	30.10	76	75	68	79	"	"	2	"
6	2	0		N W by W	N E by N	2		½	30.11	76	75	67	79	"	"	2	"
7	2	1		"	N N E	2		½	30.12	75	75	67	78	"	"	1	"
8	1	5		"	"	2		½	30.14	75	75	67	78	"	"	2	"
9	1	8		"	"	2		1	30.14	75	75	67	78	b c w	"	5	"
10	2	2		"	"	2-3		1	30.14	75	75	67	77	"	"	5	"
11	2	0		"	"	2		1	30.13	75	74	67	77	b c l w	"	6	"
Mid.	2	0		"	"	2		1	30.13	74	74	67	76	b c	b Cum	7	"
	78	1															

under the command of Commander Louis Kempff, U. S. Navy,

Sunday December 15th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy and pleasant. Gentle to moderate breeze from N by W to North. Barometer Steady. Steering by the wind on the port tack under Square Sail to top gallant Sails Jib and Staysails.

J. H. Gordon
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy but pleasant. Gentle to moderate breeze from North gradually veering to N E by N. Mollusk in sight from N W by W to E by N. Wind on port tack under all sail to top gallant Sails except Main Topsail and Spanker. Carried out morning orders.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather Cloudy but pleasant. Gentle to moderate breeze from N E by N to N N E. Barometer Steady at 9.30 the Commanding Officer inspected the Ship with Crew at Quarters. At 9.30 wore Ship. Long swell setting in from N W.

W. S. W. Chambers
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy but pleasant light breeze from N E to N N E. Barometer Rising. By the wind on Starboard tack. No change in sail. Long Sea from N W.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Cloudy but pleasant. Light breeze from N E to N N E. Barometer Rising. By the wind on Starboard tack. No change in Sail. Long Sea from N W.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Light to gentle breeze from N N E. Barometer Steady. Steering by the wind on Starboard tack under Square Sails to top gallant Sails Jib and Staysails. Made a Steamers lights passing to the N'd.

J. H. Gordon
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Sail Rate,

Making passage from St. Thomas W.I. to Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Obs.
A. M.	38	1															
1	1	5		N Wly W	N N E	2		½	30.11	75	74	68	76	b c l	Cirro Cumu	8	M
2	1	8		"	"	2		½	30.10	75	74	68	76	"	"	8	"
3	2	0		N N Wly W ½ W	"	2		½	30.09	74	74	68	76	b c	"	8	"
4	2	0		N W by W	"	2		½	30.08	74	74	68	76	"	"	8	"
5	1	1		N W by W ½ W	"	1		½	30.07	74	73	66	76	"	"	8	"
6	1	9		"	"	1-2		½	30.07	74	73	66	76	"	"	7	"
7	3	0		N W ¾ W	N E	2-3		½	30.08	74	73	66	76	"	Cu Str	8	"
8	2	9	96.4	N W by N	"	2-3		½	30.10	74	73	66	76	"	"	8	"
9	3	0	99.8	N N W ½ W	"	3		½	30.11	75	74	67	78	"	Cu Cumu	8	"
10	3	8	2.8	"	"	3		½	30.13	76	75	67	78	"	"	8	"
11	3	8	6.6	"	"	3		½	30.13	75	75	67	78	"	"	7	"
Noon.	4	1	10.7	N N W	N E by E	4		½	30.12	75	75	68	78	"	"	7	"

59.0 Distance by Log.

Course and distance made good since preceding noon by observations, N W by W ½ W 51 knots, tenths.

Position at Noon:
- Latitude by D. R. 22° 30' 51" N
- Longitude by D. R. 64° 27' 06" W
- Latitude by observations of ☉ 22° 23' 43" N
- Longitude by chronometer from Forenoon Observations of ☉ 64° 25' 12" W

Position at 8 A. M.
- Latitude by D R 22° 18' 57" N
- Longitude by Afternoon observation ☉ 64° 16' 00" W

Position at 8 P. M.
- Latitude by D R 22° 38' 13" N
- Longitude by Afternoon observation ☉ 64° 49' 33" W

Current during the time, ¾ 4 knots tenths per hour, setting to the Sly E/8 E

Error of the Compass by Azimuth ☉ observed at 8 A.M., ship's head N W by N 3° 35' W
Deviation of the Compass by Azimuth ☉ observed at 8 A.M., ship's head N W by N 2° 25' E variation used, 4° 00' W

Error of the Compass by Azimuth ☉ observed at 3.30 P.M., ship's head N W 4° 26' W
Deviation of the Compass by Azimuth ☉ observed at 3.30 P.M., ship's head N W 0° 26' E variation used, 4° 00' W

Water expended during the preceding 24 hours, 140 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1400 "
Coal consumed during the preceding 24 hours, tons, 640 lbs.
Coal remaining on hand at Noon, 160 " 1837 "

P. M.																	
1	3	0	13.1	N N W	N E by E	3		½	30.10	75	75	73	78	b c	Cirro Cumu	6	20
2	3	1	17.4	N W by N	N E	3-4		½	30.09	75	75	73	78	"	"	5	"
3	5	1	22.5	N W by W	N N E	4-5		½	30.07	75	75	73	78	b c g	Nimbus	4	M
4	5	8	28.3	"	"	5-6		½	30.08	75	75	73	78	b c g d	"	4	"
5	4	9	33.2	N W ½ W	N E by N	4-5		½	30.09	74	74	68	78	b c g	"	4	"
6	4	4	37.6	N W by W ½ W	N N E	4-5		½	30.10	74	74	68	78	"	"	4	"
7	3	5	41.1	W N W	N by E	4-8		½	30.11	73	73	68	78	b c g d	Cirro Cumu	2	"
8	2	1	43.2	N W by W ½ W	N N E	3-6		1	30.12	72	72	68	78	"	"	3	"
9	3	6	46.8	N W ½ W	"	3-5		1	30.12	74	73	67	78	b c l l	"	8	"
10	3	3	50.1	N W	N E by N	3-5		1	30.12	74	74	67	78	b c l	Cu Cumu	9	"
11	3	9	54.0	N W ½ N	"	3-5		1	30.12	73	73	67	77	b c g p	"	8	"
Mid.	3	4	57.4	"	"	3-5		1	30.12	73	73	67	77	b c	"	8	"
	116	7															

4—26

under the command of Commander Lucien Young, U. S. Navy,

Monday December 16th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Wds & A M. Clear and pleasant. Light starlight lightning to Sth and Est first half. Light breeze from N N E. By the wind Starboard tack under all sail to t'gallant sails unexpt main t'gallt and spanker.

J. E. Luby, Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear and pleasant with light airs to gentle breeze from N N E to N E Barometer rising. At 8 O'clock put over the patent Log. Registering 96 M. Ship by the wind on the Starboard tack.

W. B. Whiteley, Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear fine weather. Gentle to moderate N E by E breezes. By the wind Starboard tack. At 8.20 Set royals and flying jib. At 9 had quarters for muster and inspection. During first period had Fore and Aft sails and spars overhauled, rigging & boats inspected and aired & bedding. Sounded Mathews tank. Log N 96 Knots.

R. D. Tisdale, Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant first half to cloudy and squally last hour. Gentle to fresh breezes in squalls from N E by E to N N E. Barometer falling first half Rising last half. By the wind on starboard tack. At 3.50 took in and furled royals and flying jib. Log N 96 Knots to moderate sea from N N E.

L. M. Nance, Ensign U.S.N.

From 4 to 8 P.M. Cloudy threatening weather passing rain squalls. Stiff to gentle breeze with fresh to heavy squalls from N E by N to N by E Barometer rising. Steering by the wind on Starboard tack under Fore main sail to t'gallant sails. Topsails & Jib at 5.30 took in main and mizzen T'G'mast stay sail and a single reef in topsails. At 6.30 took in and furled t'gallant sails, hauled up mainsail to a squall. Set mainsail after squall had passed.

J. J. Gorman, Lieutenant U.S.N.

From 8 P.M. to Midnight. Fair to clear and pleasant for the first part. Bright starlight. Light drizzling rain first half hour and light squall with light passing rain showers third hour. Gentle to stiff breeze from N N E and N E by N. By the wind on starboard tack under plain sail to single reefed topsails, unexpt spanker. At 9.45 set t'gallant sails.

J. E. Luby, Lieutenant U.S.N.

John Hubbard, Lieutenant U.S.N. Navigator.

Examined and found to be correct.

4-20

LOG of the UNITED STATES Ship "Dee" Third Rate,

Making passage from St. Thomas W. I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Obs.
A. M.															Cirro Strat		
1	3	4	60.8	N W	N E by N	4-6		½	30.11	73	73	61	71	b c g p		4	m
2	1	6	61.4	N W by W	N E	3-4		½	30.11	73	73	61	71	"	"	5	"
3	3	5	64.9	"	"	3-5		½	30.08	73	73	61	71	b c g	"	4	"
4	3	7	68.6	N W by W ½ W	"	3-4		½	30.07	73	73	61	71	"	"	5	"
5	3	6	72.2	"	"	3-4		1	30.06	74	73	61	71	b c	"	4	"
6	3	7	75.9	"	"	3-4		1	30.05	74	72	61	71	"	"	4	"
7	4	1	80.6	"	"	3-5		1	30.08	72	70	61	71	b c g p	"	2	"
8	3	9	84.5	N W by W	N E by N	3-4		1	30.09	73	71	68	78	b c	"	4	"
9	4	1	89.2	W N W	N by E	4-6		1½	30.11	74	72	68	78	b c g p	"	4	"
10	5	0	94.2	N W by W ½ W	N E	5-6		1	30.12	74	73	69	78	"	"	4	"
11	4	8	99.0	N W ½ W	N E by N	5-6		½	30.11	74	73	68	79	"	"	4	R
Noon.	5	3	4.3	N W	"	5-7		½	30.10	73	73	68	79	"	"	4	"

94.5 Distance by log.

Course and distance made good since preceding noon by observations, W N W ½ W 93 knots, 4 tenths.

Position at Noon:
- Latitude by D. R. 22° 59' 25" N
- Longitude by D. R. 65° 51' 38" W
- Latitude by observations of ⊙ 22° 51' 57" N
- Longitude by chronometer from Forenoon Observations of ⊙ 66° 02' 30" W

Position at 8 A. M.
- Latitude by D. R. 22° 53' 37" N
- Longitude by forenoon observation ⊙ 65° 36' 39" W

Position at 8 P. M.
- Latitude by D. R. 22° 58' 09" N
- Longitude by P. M. moon & sun ⊙ 66° 29' 06" W

Current during the time, 13/24 knots tenths per hour, setting to the S W by W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.
Water during the preceding 24 hours, " "
Water remaining on hand fit for use at Noon, 1000 "
Coal consumed during the preceding 24 hours, tons, 640 lbs.
Coal remaining on hand at Noon, 160 " 1192 "

P. M.																	
1	4	3	8.6	N W ½ W	N E by N	6-8		1½	30.06	72	72	68	78	b c g p	Cirro Strat	3	R
2	2	1	10.7	"	"	6-8		3	30.04	73	73	68	78	"	"	4	"
3	2	9	13.6	"	"	6-8		3	30.02	74	73	69	79	"	"	3	"
4	3	8	17.4	"	"	6-8		3	30.01	74	73	69	79	"	"	4	"
5	3	7	21.1	N W	"	6-8		3	30.01	74	73	69	79	"	Cirro Strat	4	"
6	3	3	24.4	"	"	6-8		2	30.07	74	73	69	79	b c g	"	5	"
7	3	0	27.4	N W ½ W	"	6-8		3	30.06	74	73	69	78	b c g	"	5	"
8	2	6	30.0	N W by W	N E	6-8			30.06	74	73	69	78	"	"	7	"
9	2	3	32.3	N W by W ½ W	N E by E	6-8		2	30.10	75	75	68	78	"	"	6	"
10	2	0	34.1	"	"	6-8		2	30.09	75	75	67	78	"	"	6	"
11	2	9	37.0	N W	N E by E	6-8		2	30.08	72	71	68	78	b c g l p	Cirro Strat	5	"
Mid.	2	9	39.9	N W by W	N N E	6-9		2	30.10	72	72	68	78	"	"	6	"

under the command of Commander Louis Kempff, U. S. Navy,

Tuesday, December 17th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair passing rain squalls during first half of watch. Gentle to strong breeze & squalls from N & E by N to N. & E. Barometer falling. At 1 O'clock took in top gallant sails to a squall, resetting them at 4 A.M.

W. B. W. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy, gentle & moderate breezes from N. & E. to N. E. by N. and squally. Showers last part of watch. By the log hauled Starboard tack at 5.40 A.M. Short & out reef in topsails at 6.30 took in topgallant sail, furling them at 8 A.M. At end of watch squally to windward, Moderate Sea.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian Cloudy and squally with passing showers. Moderate to fresh breeze from N by E to N. E. by N. Barometer falling. No change till 10.20 when Rated Ft. Edgecumbe at 9.30 and delivered Division as follows 1st Division Small Arm and Setting up; 2nd Division Setting up and Single Stick; 3rd Division Manoeuvres, Forward Powder; Division Small Arm; Aft Powder Division Small Arm. Moderate to rough Sea from North.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy Passing rain Squalls. Fresh breeze with heavy squalls from N. E. by N. Barometer falling. Steering by the wind on Starboard tack under topsails course. Set and furled fore topmast staysail at 12.15 P.M. Set and hauled it down. At 1.30 took two reefs in the topsails. At 3.50 set main trysail, hauled up and furled mainsail. Got up preventer braces.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Rain with passing showers first half squally. Fresh breeze to moderate gale from N. E. by N. to N. E. Rough Sea from the N.W. By the wind on Starboard tack under fore topmast staysail, foresail, double reefed topsails and main trysail until 4.30 when took one reef in the foresail. Set fore storm staysail.

J. T. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight Weather fair with passing rain squalls. Fresh breeze to strong gales in squalls from N. E. by N. to N. N. E. Barometer steady. Ship under sail as before by the wind, on Starboard tack, rolling heavily at times to rough Sea from N. E.

W. B. W. Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

John Hurtford
Lieutenant U.S.N. Navigator.

4–95

LOG of the UNITED STATES Ship "Essex" Sloop Rate,

Making passage from St. Thomas W.I. to Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated like Sea.
A. M.																	
1	3	3	43.2	NW	NEbyN	6 8		1½	30.06	73	73	68	77	bcgpf	Cu-Cum	8	R
2	2	9	46.1	"	"	6 8		1½	30.05	74	73	68	77	bcg	"	8	"
3	2	5	48.5	NWbyW	"	5-8		1½	30.04	73	73	69	77	"	"	6	"
4	2	0	49.3	"	"	4-8		1½	30.03	70	70	65	77	bcgpf	"	6	"
5	3	5	49.8	NW	"	6-8		2	30.01	72	72	66	77	bcg	"	4	"
6	3	8	53.6	"	"	7 9		2	29.99	72	72	66	77	"	"	6	"
7	2	1	56.3	"	"	6 8		2	30.02	71	71	66	77	bcgp	"	6	"
8	3	1	60.0	NWbyW	"	6 8		2	30.03	71	71	66	78	bcp	"	4	"
9	3	2	63.2	NWbyW	NE	7 9		3	30.05	71	71	66	78	"	"	3	"
10	2	8	66.0	"	"	8 9		3	30.06	70	71	66	78	"	"	2	"
11	3	0	69.0	"	"	8 10		3	30.06	73	72	66	78	bcg	"	3	"
Noon.	3	5	72.5	NWbyW	NNE	8 9		3	30.06	73	72	66	77	bcgp	"	4	"

=73.5 Distance by log.

Course and distance made good since preceding noon by observations, WNWbyW 78' knots, 0 tenths.

Position at Noon:
- Latitude by D. R. 23° 12' 51" N
- Longitude by D. R. 67° 16' 52" W
- Latitude by observations of ⊙ 23° 22' 05" N
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by D R 23° 10' 15" N
- Longitude by D R 67° 08' 42" W

Position at 8 P. M.:
- Latitude by D R 23° 15' 59" N
- Longitude by Afternoon Observation ⊙ 67° 49' 55" W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 600 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 160 " 852 "

P. M.																	
1	3	4	75.9	NWbyW	NNE	7 9		4	30.07	73	73	67	77	bcgp	Cum-Strat	3	RR
2	2	0	77.5	NW	NEbyN	7 10		4	30.02	73	73	67	77	"	"	3	"
3	1	2	"	"	"	8-10		6	29.98	73	73	67	77	"	"	3	"
4	1	4	"	"	"	8-10		6	30.00	74	73	67	77	bcg	"	5	"
5	1	5	"	"	"	6-8		7	30.00	73	72	67	77	bcgp	"	4	"
6	1	5	"	"	"	6 8		7	30.00	73	72	67	77	"	"	4	"
7	1	4	"	"	"	6 8		7	29.99	73	72	67	77	bcg	"	4	"
8	1	5	"	"	"	6-8		7	30.00	73	72	67	77	"	"	6	"
9	1	5	"	"	NEbyE	5-9		8	30.00	73	72	67	77	bclg	"	6	H
10	1	5	"	"	"	5-9		8	30.01	73	72	67	77	"	"	7	"
11	1	5	"	"	"	5-9		8	30.01	73	72	67	76	bcg	"	7	"
Mid.	1	6	"	"	"	5-9		8	30.00	73	72	67	76	"	"	7	"

under the command of Commander Louis A Kengsley, U. S. Navy,

Wednesday, 4 December, 18 95.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM. Clear cloudy at times, with passing squalls. Fresh to moderate breezes and moderate gales in squalls from N E by N. South main sail & last hours, Under topsails with two single reefs. Single reefed forsail, foretopmast staysail and main trysail. By the wind Starboard tack. Heavy N E by E Sea. Ship rolling a good deal.

R A Tisdale
Ensign U.S.N.

From 4 to 8 AM. Cloudy with passing showers, fresh breezes to strong gales in squalls from N E by E. Barometer falling first half using last half. By the wind on Starboard tack under double close reefed topsails, single reefed forsail, foretopmast staysail and main trysail. Ship rolling heavily to rough sea from N E.

L M Nance
Ensign U.S.N.

From 8 AM. to Meridian. Cloudy, threatening weather, passing rain squalls fresh fair clearing latter part. Moderate gale with heavy squalls from N E to N N E. Barometer steady. Rough Sea. Steering by the wind on Starboard tack under double reefed topsails, single reefed forsail, main trysail and fore topmast staysail. At 10.30 took in close reefed topsails. Bent storm mizzen and mizzen staysail. Lighted fires under boilers "D" for distilling purposes.

J A Jordan
Lieutenant U.S.N.

From Meridian to 4 PM. Cloudy and squally with passing showers at times. Fresh breezes to gale from N N E and N E by N. Rough broken Sea. Ship rolling and pitching heavily. By the wind on Starboard tack under foretopmast staysail, single reefed forsail, close reefed topsails and main trysail. At 1.30 took in forsail and fore topsail and main trysail. Set fore storm staysail & mizzen storm staysail, took in foretopmast staysail. Lying to rest of watch. At 2.30 set storm mizzen. At 3.00 Commenced distilling.

J. L. Luby
Lieutenant U.S.N.

From 4 to 8 PM. Weather fair, heavy cloud banks passing over, moderate to strong gales in squalls from N E by N. Barometer steady. Ship laying to under storm canvass. Rolling heavily at times to rough Sea from N E. Distilling.

W B Whittlesey
Lieutenant U.S.N.

From 8 PM. to Midnight. Clear passing clouds. Stiff breeze to fresh gales in long squalls from N E by E. No change in sail. Heavy N E by E Sea running causing ship to roll a good deal to windward at times, but ship riding easily.

R A Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-30

LOG of the UNITED STATES Ship Essex This Rate,

Making passage from St. Thomas W. I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dep. of Clear Sky in Tenths.	State of the Sea
A. M.																	
1	1	5		N by W ½ W	N E	7-9		5	29.99	74	74	68	76	b c g q	Cum. Strat.	5	R R
2	1	8		"	"	7-9		5	30.01	73	73	67	76	b c g	"	6	"
3	1	8		N N W ½ W	N E by E	7-9		5	30.00	73	73	67	76	"	"	6	"
4	1	5		N by W	"	7-9		5	29.99	73	73	67	76	"	"	4	"
5	1	5		"	N E	7-10		6	29.96	74	73	67	76	"	"	4	"
6	1	5		"	"	7-9		6	29.95	74	73	68	76	"	"	3	"
7	1	5		"	"	6-9		6	29.96	74	73	67	76	"	"	5	"
8	1	5		"	"	6-8		6	30.00	74	73	66	78	"	"	6	"
9	1	5		"	"	6-8		7	30.01	74	74	67	78	b c g p	"	5	"
10	1	0		N N W	N E by N	6-8		7	30.01	74	74	67	78	b c g	"	5	"
11	1	3		N N W ½ N	"	6-8		7	30.00	74	74	67	78	"	"	7	"
Noon.	1	3		N N W	"	6-8		7	29.99	74	72	68	78	"	"	4	"

3 1 1 Distance by Log.

Course and distance made good since preceding noon by observations, N 7 8 W 58 knots, tenths.

Position at Noon:
- Latitude by D. R. 23 ° 04 ' 59 " N
- Longitude by D. R. 68 ° 12 ' 21 " W
- Latitude by observations of ☉ 23 ° 11 ' 39 " N
- Longitude by chronometer from Forenoon Observations of ☉ 68 ° 13 ' 25 " W

Position at 8 A. M.
- Latitude by D. R. 23 ° 07 ' 47 " N
- Longitude by Meridian Observation ☉ 68 ° 12 ' 30 " W

Position at 8 P. M.
- Latitude by D. R. 23 ° 05 ' 09 " N
- Longitude by Meridian Observation ☉ 68 ° 15 ' 50 " W

Current during the time, 1 ½ knots tenths per hour, setting to the N 3 W

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1206 "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, 2 tons, 480 lbs.

Coal remaining on hand at Noon, 158 " ½ "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dep. of Clear Sky in Tenths.	State of the Sea
P. M.																	
1	1	5		N N by N	N E	6-8		7	29.99	74	74	68	78	b c g	Cum. Strat. Haze	4	R R
2	1	5		N N	"	6-8		7	29.98	74	74	68	78	"	"	4	"
3	1	3		"	"	6-8		7	29.97	74	74	68	77	"	"	4	"
4	1	5		"	"	6-8		7	29.97	74	74	68	76	"	"	4	"
5	1	5		"	"	6-8		5	29.98	73	73	69	76	"	"	4	"
6	1	5		"	"	6-8		5	29.98	73	73	69	77	b c g q	"	4	"
7	1	5		"	"	6-8		5	29.98	73	73	69	77	b c g	"	5	"
8	1	5		"	"	6-8		5	29.98	73	73	69	77	"	"	5	"
9	1	4		N N W ½ W	"	5-7		5	29.96	73	73	69	77	"	"	7	"
10	1	3		"	"	5-7		5	29.96	74	73	69	77	"	"	5	"
11	1	4		"	"	5-7		5	29.96	74	73	69	77	"	"	8	"
Mid.	1	4		"	"	6-7		5	29.95	74	74	69	77	"	"	7	"

under the command of Commander Louis Kingsbury, U. S. Navy,

Thursday, December 19th, 1861.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Wds & AM. Generally Clear but squally. Fresh Brzs to Strong gales from N E to N E by E. Barmtr nearly steady Lying to on Starboard tack under Close reefd main Topsail Fore and Mizzen Storm staysails & Storm Mizzen. Rough and Broken Sea from N E. Ship rolling heavily.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Fair weather. Fresh Brzs & cold heavy squalls from N E Barometer falling then rising. Rough Sea. Lying to under storm sails and close reefd main Topsail.

J. N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian. Fair and pleasant. Squally with light passing showers first hour. Fresh Brzs to moderate gales from N E and N E by N. Barometer falling slightly. Ship rolling and pitching deeply to a rough Broken Sea Lying to under fore Storm Staysail close reefd main topsail, Mizzen Storm Staysail & Storm mizzen. Distilling.

J. C. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather fair. Fresh Brzs to moderate gales in squalls from N E. Barometer falling. Shifting to under storm canvass rolling heavily at times. To tow lighter from N E. Distilling.

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Fair. Fresh Brzs to moderate gales in squalls from N E Lying to on Starboard tack. No change in Sail. Rough N E Sea. Ship rolling a good deal. Distilling.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Fair. Fresh Brzs from N E. Steady Barometer. No change in Sail. Rolling heavily to Rough N E Sea. Distilling.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Guthrie
Acting Lieutenant U.S.N. Navigator.

4—366

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from St Thomas W.I. to Yorktown Va.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direct or Other Stat. to Log Slate.	Stations of the Sun
A. M.																	
1	1	5		NW	NE	5-7		6	29.95	74	74	69	71	fc cf	Mist Haze	H	RQ
2	1	5		NW by W	NE by N	5-7		6	29.95	74	73	69	71	fc cf	"	H	"
3	1	5		"	"	5-7		6	29.94	74	73	69	76	b cf	"	H	"
4	1	5		"	"	5-8		6	29.93	74	73	69	76	b c f s	"	3	"
5	1	0		NW by W	"	5-7		6	29.90	74	73	69	76	b cf	Mist Cum	H	RQ
6	0	5		NW by W	"	5-7		6	29.91	74	73	70	76	"	"	5	"
7	0	5		NW	NE	5-6		6	29.92	74	73	70	78	"	"	H	"
8	1	0		NW by N	NE by E	H-6		H	29.94	74	74	71	79	"	"	3	"
9	2	0	11.5	"	"	H-5		2	29.95	75	75	71	79	b cf s	"	H	"
10	2	7	30.2	NW by W	NE	H-5		1	29.96	75	75	71	79	"	"	H	"
11	3	1	83.3	NW	"	H-5		2	29.98	75	75	71	79	"	"	H	"
Noon.	H	9	88.2	"	"	5		2	29.97	75	75	71	79	b c	"	5	"

39.0 Distance by log.

Course and distance made good since preceding noon by observations, W by S 4 knots, tenths.

Position at Noon:
- Latitude by D. R. 22° 58' 39" N
- Longitude by D. R. 68° 38' 56" W
- Latitude by observations of ⊙ 23° 06' 15" N
- Longitude by chronometer from Forenoon Observations of ⊙ 68° 41' 54" W

Position at 8 A. M.
- Latitude by D R 22° 54' 57" N
- Longitude by Forenoon observation ⊙ 68° 35' 30" W

Position at 8 P. M.
- Latitude by D R 23° 17' 51" N
- Longitude by Afternoon observation ⊙ 67° 08' 54" W

Current during the time, 1/3 knots tenths per hour, setting to the N by W 1/2 W

Error of the Compass by Azimuth ⊙ observed at 3h 40m P.M., ship's head NW by W 3° 30' W

Deviation of the Compass by Azimuth ⊙ observed at 3h 45m P.M., ship's head NW by W ° 10' W variation used, 3° 20' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 1550 "

Water remaining on hand fit for use at Noon, 26850 "

Coal consumed during the preceding 24 hours, 1 tons, 1780 lbs.

Coal remaining on hand at Noon, 156 " 1032 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direct or Other Stat. to Log Slate.	Stations of the Sun
P. M.																	
1	H	3	93.5	NW	NE	H		2	29.95	76	75	72	79	bc	Mist Cum	6	RQ
2	H	3	97.8	"	"	H		2	29.93	76	76	73	79	"	"	6	"
3	3	2	1.0	"	"	H		1 1/2	29.93	76	76	72	79	"	"	7	"
4	H	3	5.3	"	"	H		1 1/2	29.93	76	76	72	79	"	"	7	"
5	6	0	10.3	NW by W	N E by N	H-5		1	29.93	75	75	71	78	b c w	Cum Mist Haze	6	"
6	6	2	16.5	NW by W 1/4 W	N E by E	5-6		1	29.94	74	74	71	78	"	"	5	"
7	6	0	21.5	NW by W	N E by N	5		1	29.98	74	74	71	78	"	"	6	"
8	2	9	24.4	"	"	3		1	29.98	74	74	71	78	b c	"	5	"
9	2	6	27.0	NW	"	3-4		1	30.02	73	73	71	78	"	"	4	"
10	3	7	30.7	NW by W	"	3-4		1	30.00	74	74	71	78	"	"	6	"
11	3	6	34.3	NW by W	N NE	3-4		1	30.00	74	74	71	78	b c w	"	6	"
Mid.	2	0	36.3	NW by W	N E by N	2-4		1	30.00	74	74	71	78	"	"	6	"

under the command of Commander Louis Kempff, U. S. Navy,

Friday December 20th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair with passing rain Squalls. Stiff Breeze with fresh Squalls from N.E. to N.E. by N. Barometer Steady then falling. Lying to on Starboard tack under Storm Sails and close reefed main topsail.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy & fair. Light passing Showers first hour. Squally weather moderating. Long rough Sea from N.E. Moderate to fresh breeze from N. & E. Lying to under foresail storm staysail close reefed main topsail mizzen storm staysail and storm mizzen until 6 when made sail to double reefed topsails and single reefed courses and forestorm staysail, clearing storm sails set. Distilling.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Weather fair. passing rain Showers. At 8.30 made plain sail to topsails except the jib and spankers. At 9.30 mustered crew at quarters and the division each exception of 2nd were given instruction in Gunnery. At 10.30 set the jib taking in fore and mizzen storm staysails. Ship by the wind on Starboard tack. Distilling.

W. S. W. Shuckburgh
Lieutenant U.S.N.

From Meridian to 4 P.M.

Fair and pleasant. Moderate N.E. by E. breezes. By the wind, Starboard tack, at 2.30 set topgallant sails. Took off preventer braces and rolling tackles from quarter boats. Rough Sea moderating. at 3.30 finished Distilling and Clear fore and under boilers.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Fresh to quite breeze from N.E. by N. Shifting an hour to N.E. by E. Barometer rising first Half. Steady last half. Light Airs to near end of watch. No change in Sea, Rough Sea.

L. McNamee
Ensign U.S.N.

From 8 PM to Midnight.

Fair weather passing rain Squalls. Light to moderate breeze from N.E. by N. to N.N.E. Barometer Steady. Steering by the wind on Starboard tack under same sail as noted before.

J. H. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from St. Thomas W.I. for Lisbon Portugal

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dists.	Stations of the Sun.
A. M.																	
1	7	3	38.6	NW	NE by N	7		1	30.00	74	74	71	74	bc	Mins Cum	8	L
2	7	1	40.7	NW by W 1/2 W	"	7		1	29.99	73	74	72	74	"	"	8	"
3	7	2	42.9	NW by W	NNE	7		1	29.97	74	74	70	74	"	"	8	"
4	7	3	44.7	NW by W 1/2 W	N by E	7		1	29.98	74	74	70	74	"	"	7	"
5	7	1	46.3	"	"	7		1	29.98	74	74	71	74	"	"	8	"
6	8	8	50.1	"	"	8		1	30.00	74	74	71	74	"	"	7	"
7	7	0	50.9	"	"	7-8		1	30.02	74	74	71	77	"	"	6	"
8	7	0	52.9	"	"	7-8		1	30.05	74	74	71	78	"	"	7	"
9	7	5	54.7	NNW by W 1/2 W	"	7-8		1 1/2	30.08	74	74	71	78	"	"	5	M
10	7	5			"	7-8		1 1/2	30.06	75	74	71	78	"	"	8	"
11	7	0		WNW	"	7		1	30.06	75	74	71	78	"	"	5	"
Noon.	7	0		W by N 1/2 W	"	7		1	30.06	75	74	71	78	"	"	5	"

139 Distance by log.

Course and distance made good since preceding noon by observations, WNW 188 69 knots, tenths.

Position at Noon:
- Latitude by D. R. 23° 27' 08" N
- Longitude by D. R. 69° 48' 49" W
- Latitude by observations of ⊙ 23° 21' 27" N
- Longitude by chronometer from Forenoon Observations of ⊙ 69° 54' 43" W

Position at 8 A. M.
- Latitude by D R 23° 25' 39" N
- Longitude by Forenoon observation ⊙ 69° 41' 30" W

Position at 8 P. M.
- Latitude by D.R. 23° 38' " N
- Longitude by Afternoon observation ⊙ 69° 57' " W

Current during the time, 13 knots tenths per hour, setting to the S W

Error of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W NW — 2° 55' W
Deviation of the Compass by Azimuth ⊙ observed at 8 A M, ship's head W NW — 0° 55' W — variation used, 2° 00' W

Error of the Compass by Azimuth ⊙ observed at 4h 30m PM, ship's head N E — 2° 34' E
Deviation of the Compass by Azimuth ⊙ observed at 4h 30m PM, ship's head N E — 4° 34' E — variation used, 2° 00 W

Water expended during the preceding 24 hours, 600 gallons.
Water Distilled during the preceding 24 hours, 150 "
Water remaining on hand fit for use at Noon, 2350 "
Coal consumed during the preceding 24 hours, tons, 1120 lbs.
Coal remaining on hand at Noon, 155 " 2152 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dists.	Stations of the Sun.
P. M.																	
1	1	5		West	N by W	7		1/2	30.05	75	75	72	78	bcd	Cumi Strat	6	M
2	7	0		W 1/2 S	"	7		1/2	30.05	76	75	72	78	bc	"	5	"
3	7	2	54.4	NE by E	NNW	7		1/2	30.06	76	76	73	78	"	"	4	"
4	8	4	55.7	NE	"	8		1/2	30.07	76	76	73	78	"	"	6	"
5	8	7	58.1	NE by E	NW	7-8		1	30.07	76	76	73	78	"	"	5	"
6	8	7	61.7	NE by E	"	7-8		1	30.08	75	75	73	78	"	"	5	"
7	8	8	65.0	"	"	7-8		1	30.09	75	75	72	78	"	"	7	"
8	8	3	69.3	"	"	7-8		1	30.09	75	75	72	78	"	"	7	"
9	8	1	73.4	NE by E	"	8		1/2	30.12	75	75	72	78	bc w	Cirro Cumi	6	"
10	8	2	76.6	NE by E 1/2 E	"	8		1/2	30.12	75	75	72	78	"	"	7	"
11	8	6	80.2	NE by E	"	8		1/2	30.12	75	75	72	78	"	"	6	"
Mid.	7	3	81.5	NE 1/2 E	"	7		1/2	30.11	75	75	72	78	"	"	7	"

under the command of Commander Lodie Kenyon, U. S. Navy,

Saturday December 21st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Until 4 A.M. Clear and pleasant, bright starlight. Light breze from N.W. & E. Long swell from N.W. Ship rolling deep by at times. By the wind on starboard tack under plain sail to top gallant sails except Spanker and Storm mizzen. At 3h took in Storm mizzen.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear and pleasant, with light to gentle breze from N by E. Barometer rising. Ship under sail alone. By the wind on the starboard tack. Long swell from North.

W.B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Fair and pleasant. Light and gentle breze from N by E. By the wind starboard tack. At 8h 40 Set the main and mizzen topmast stay sails & Royals flying. Set main topsail and quarter boat sails to dry. Moderate Northerly Swell. Hauled in pat log reading 5h. 4 at 9.05.

R.D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant, light to gentle breze from N.W. to N.W. by N. Barometer rising slightly. At 1 P.M. closed Royals and flying jib. At 2.40 wore ship. Put patent log over at 3h reading 4. Moderate swell from N.W. No change in sail.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Clear and pleasant. Light to moderate breze from N.N.W. Barometer rising. Then steady. Heavy dew. Steering by the wind on port tack under topsail sails to top gallant sails & staysails and set main [illegible]

J.N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Light starlight, heavy dew. Moon set about 10. Light to moderate breze from N.W. By the wind on port tack under plain sail to top gallant sails except Spanker and main and mizzen topmast staysails.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Sutton
Lieutenant U.S.N. Navigator.

4—99.

LOG of the UNITED STATES . Ship "Essex" Third Rate,

Making passage from St. Thomas W.I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Cloud Rays, in Tenths.	State of the Sea
A. M.																	
1	1	2	81.8	NE by E	N NW	2		½	30.11	72	72	71	78	bc	Str Cum	1	h
2	1	2		"	"	2		½	30.11	74	74	71	78	"	"	1	"
3	1	4		"	"	2		½	30.11	75	74	70	78	bcfp	Cum Strat	5	"
4	1	8		"	"	2		½	30.11	75	74	71	78	bc	"	6	"
5	1	7		NE ½ E	"	2		½	30.09	74	74	70	78	"	"	6	"
6	1	5		NE by E	"	2		½	30.09	74	74	70	78	"	"	7	"
7	1	7		NE by E ½ E	"	2		½	30.10	75	74	71	78	"	Cum	8	"
8	1	7		"	"	2		1	30.14	75	74	71	78	"	Str Cum	7	"
9	1	3		NE ½ E	"	2		½	30.17	75	78	73	78	"	"	6	"
10	2	0		NE ½ N	NW by N	1-3		½	30.17	75	74	72	78	"	Cum	4	"
11	2	0		NE ½ E	"	2		1	30.16	75	76	73	78	"	"	1	"
Noon.	2	0		"	"	3		1	30.14	75	76	73	78	"	"	6	"

5th. 8 Distance by Log.

Course and distance made good since preceding noon by observations, E by N 41 knots, tenths.

Position at Noon:
- Latitude by D. R. 23 ° 42 ' 17 " N
- Longitude by D. R. 69 ° 63 ' 22 " W
- Latitude by observations of ⊙ 23 ° 31 ' 01 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 69 ° 04 ' 42 " W

Position at 8 A. M.:
- Latitude by D R 23 ° 38 ' 17 " N
- Longitude by forenoon observation ⊙ 69 ° 03 ' 09 " W

Position at 8 P. M.:
- Latitude by D R 23 ° 41 ' 19 " N
- Longitude by afternoon observation ⊙ 68 ° 31 ' 48 " W

Current during the time, 1½ 4 knots tenths per hour, setting to the S ½ W

Error of the Compass by Azimuth ⊙ observed at 8 a m, ship's head NE by E ½ E 2 ° 05 ' E
Deviation of the Compass by Azimuth ⊙ observed at 8 a m, ship's head NE by E ½ E 4 ° 05 ' E variation used, 2 ° 00 ' W
Error of the Compass by Azimuth ⊙ observed at 4 30 pm, ship's head N E 1 ° 37 ' E
Deviation of the Compass by Azimuth ⊙ observed at 4 30 pm, ship's head N E 4 ° 07 ' E variation used, 2 ° 30 ' W

Water expended during the preceding 24 hours, 480 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1900 "
Coal consumed during the preceding 24 hours, tons, 640 lbs.
Coal remaining on hand at Noon, 165 " 1512 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Cloud Rays, in Tenths.	State of the Sea
P. M.																	
1	2	5		NE by E	N N W	3		1	30.12	75	74	73	78	bc	Cum	5	m
2	3	5	81.8	NE ½ E	"	3 4		1	30.10	76	76	72	78	"	Cum Strat	4	"
3	3	7	85.5	NE ½ N	NW by N	4 5		1	30.10	76	76	72	78	bcd	"	4	"
4	3	8	89.3	NE by E	N N W	4		1	30.10	76	76	72	78	bc	"	5	"
5	3	4	93.1	"	"	3		1	30.11	75	75	72	78	"	"	4	"
6	3	7	96.4	NE by E ½ E	N by W	3		1	30.11	75	75	71	78	"	"	4	"
7	4	6	1.0	"	"	4		1	30.12	75	75	71	78	"	"	6	"
8	4	3	5.3	"	"	4		1	30.14	75	75	71	78	"	"	6	"
9	4	6	9.9	"	"	4		½	30.14	75	75	71	78	"	"	8	"
10	4	6	14.5	NE by E 3/4 E	"	4		½	30.15	75	75	71	78	"	"	6	"
11	4	9	19.4	"	"	4		½	30.15	75	75	71	78	"	"	7	"
Mid.	4	7	24.1	NE by E	N N E	4 5		½	30.14	74	74	71	78	"	"	8	"

under the command of Commander Louis Kingsley, U. S. Navy,

Sunday December 22nd, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair, light passing showers around 3 O'clock. Light breeze from N.W. Barometer steady. Ship under all sail to top gallant sails except main trysail and spanker. By the wind on port tack. Current in fleet log at 10 O'clock Ogeetasing 81.8.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and pleasant. Light breeze from N.W. By the wind, port tack. No change in sail. Moderate N.W. swell.

R.T. Goodale
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and pleasant, light airs to gentle breeze from N.W. to N. by W. Barometer falling. Commanding Officer inspected ship at quarters. Read Divine Service at 10½. No change in sail. Moderate swell from N.W.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant, passing showers around horizon. Gentle to stiff breeze from N.W. to N.W. by W. Barometer falling then steady. Sailed by the wind on port tack under regular sail to top gallant sails, staysails and jib.

J.S. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Fair and pleasant, bright star and moonlight, heavy dew after sunset. Gentle to moderate breeze from N.W. to N.W. by W. By the wind on port tack under plain sail to top gallant sails except spanker and main and mizzen topmast staysails.

J.C. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather clear and pleasant, moderate to stiff breeze from N. by W. to N.N.W. Barometer steady. Ship by the wind on port tack. Moon set at 11 O'clock.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Guthrie
Lieutenant U.S.N. Navigator.

4—20.

LOG of the UNITED STATES Ship "Essex" This Rate,

Making passage from St Thomas W.I. to York Hyon Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Obs. Sea
A. M.																	
1	5	2	29.3	NE½E	NNW by N	5		½	30.10	74	74	71	78	b e w	Cirr Strat	5	m
2	5	4	34.1		"	5-6		½	30.09	74	74	71	78	"	"	5	"
3	5	6	40.3	NE	"	5-6		½	30.09	74	74	71	77	b e a	"	6	"
4	5	2	45.5	"	"	5-6		½	30.06	74	74	71	77	b c	"	5	"
5	5	6	51.1	"	"	4-6		½	30.05	74	74	70	77	b e g f p d	"	5	"
6	5	7	56.8	"	"	4-6		½	30.05	74	74	70	77	"	"	4	"
7	5	7	62.5	NE½E	"	5		½	30.05	75	74	70	77	b e	"	5	"
8	5	2	67.7	"	"	5		½	30.07	75	75	71	78	"	Mx Cirr	6	"
9	3	8	71.5	NNE½E	NW	3-4		1	30.09	75	75	72	78	b e g p	Cirro Strat	4	"
10	5	0	76.5	NE½N	NW by N	4-6		1	30.10	75	75	72	78	"	"	4	"
11	4	5	81.0	NE by N	NW	3-5		1	30.09	75	76	73	78	"	"	4	"
Noon.	5	2	86.2	NE	NW by N	4-6		1	30.04	75	76	72	78	"	"	5	"

109.9 Distance by Log.

Course and distance made good since preceding noon by observations, NE by E 9/8 E 110 knots, tenths.

Position at Noon:
- Latitude by D. R. 24° 19' 43" N
- Longitude by D. R. 67° 15' 33" W
- Latitude by observations of ☉ 24° 20' 02" N
- Longitude by chronometer from Forenoon Observations of ☉ 67° 16' 07" W

Position at 8 A. M.:
- Latitude by D.R. 24° 09' 37" N
- Longitude by Sumner Steward's ☉ 67° 31' 57" W

Position at 8 P. M.:
- Latitude by D.R. 24° 43' 14" N
- Longitude by Sumner Steward's ☉ 66° 29' 00" W

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at 9 A.M. ship's head NE by N 0° 30' E

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head NE by N 4° 10' W variation used, 3° 40' W

Error of the Compass by Azimuth ☉ observed at 5 30 P.M. ship's head NE½E 0° 42' E

Deviation of the Compass by Azimuth ☉ observed at 5 30 P.M., ship's head NNE½E 4° 52' E variation used, 4° 10' W

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1450 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 155 " 870 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stated Obs. Sea
P. M.																	
1	8	4	94.6	NE½E	NNW by N	4-6		3/4	30.01	76	76	72	78	b e g p	Cirro Strat	3	m
2	7	1	1.7	"	"	4-6		3/4	29.98	75	76	72	78	"	"	3	"
3	5	1	6.8	NE by N	NW	4-6		1	29.97	74	76	73	78	"	"	4	"
4	4	9	11.7	"	"	4-6		1	29.96	73	75	73	78	"	"	3	"
5	4	7	16.4	NE½E	NNW by N	4-6		½	29.96	74	74	72	78	"	"	3	20
6	6	0	22.4	NE by E	NNW	5-6		½	29.96	74	74	72	78	b e	"	4	"
7	6	8	29.2	NE by E½E	"	5-6		½	29.96	74	74	72	78	b e g p	"	4	"
8	6	5	35.7	"	"	5-6		½	29.96	74	74	72	78	b e g	"	5	"
9	7	4	43.1	NE by E	"	5-6		½	29.96	75	75	72	78	"	"	5	"
10	7	4	50.5	"	"	5-6		½	29.96	74	74	72	77	"	"	5	"
11	5	6	56.1	"	"	5-6		½	29.93	74	74	72	77	b e g p	"	4	"
Mid.	6	1	62.2	NE½N	NNW by N	5-7		½	29.90	74	74	72	77	"	"	5	"

under the command of Commander Louis M Kempff, U. S. Navy,

Monday, December 20th, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair and pleasant. Stiff to fresh breeze from N.W. by N. gradually freshening and inclined to be puffy at end of watch. Hauled the head sheets aft and set fore and aft sails. Under plain sail to top gallant sails, except the Spanker and main and mizzen topmast staysails. Moderate Northerly swell. Barometer falling.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Fair and pleasant. Moderate to fresh breeze from N.W. by N. Barometer nearly steady. No change in sail, moderate N.N.W. swell.

S.M. Shamer
Ensign U.S.N.

From 8 A.M. to Noon. Fair weather with passing showers. Moderate to fresh breeze with fresh squalls from N.W. to W.N.W. by Compass, veering by the wind as per last under square sails to top gallant sails. Hauled out reef in foresail. Flying jib, spanker and fore and aft sail out of mainsail. Made and took in royal. Top gallant sail and flying jib to squalls. Set main topmast staysail in a squall took it in for repairs. Send down royal yards to obtain fore and aft. Crossed royal yards again. At 9 P.M. inspected at Quarters and exercised divisions 1st Cutlass Drill and Setting up, 2nd Single Stick 3rd Broadsword Setting up. Tender Divisions. Gunnery instruction. By order of Commanding Officer, confined C.M. Peters, Cap's Clerk, for three days on bread and water, offence, disobedient, and insolent to Petty Officer.

J. Jordan
Lieutenant U.S.N.

From Noon to 4 P.M. Clouds to fine. Light squally with passing showers. Moderate to fresh breeze from N.W. by N. veering to N.E. veering last half. Moderate to fresh breeze from N.N.W. by N.W. Hauled down flying jib and main sail to royals with mizzen top mast staysail and studding sails. Flying jib at 1.10 took in and furled royals. Reef and set main topmast staysail at 1.30. Rapid squalls. Hauled in the head yards. Under plain sail from 2.30 to 3.15.

J.C. Darby
Lieutenant U.S.N.

From 4 to 8 P.M. Weather fair except for passing rain squalls. Stiff to fresh breeze and squally. From N.W. by N. to N.N.W. Carried away Cross Jack Yard, Top gallant Yard to Squalls, Unreeving them after about 10 minutes. Fresh swell from North. By the wind on port tack.

W.B. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Midnight. Fair passing rain squalls after 10 Clock. Stiff to fresh breeze from N.W. by N. to N.W. by W. gradually Moderating and Squally. By the wind port tack. Wore ship and hauled up main tack. Left off foot leaving fore and aft sail of Mainmast. Made and took in Royal and Flying Jib to squalls. Set main topmast staysail in a squall took it in for repairs. Sent down royal yards to obtain fore and aft. Crossed royal yards again. At 9 P.M. inspected at Quarters and exercised divisions 1st Cutlass Drill and Setting up, 2nd Single Stick 3rd Broadsword Setting up. Tender Divisions. Gunnery instruction. By order of Commanding Officer, confined C.M. Peters, Cap's Clerk, for three days on bread and water, offence, disobedient, and insolent to Petty Officer. Moderate N.N.W. swell. Veering last hand to squalls, Eastward at end of watch. Barometer falling. Moon rises 8.40 P.M.

R.D. Tisdale
Ensign U.S.N.

John Hubbard
Lieutenant U.S.N.

Navigation.

LOG of the UNITED STATES Ship "Essex" Rate,

Making passage from St Thomas W.I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
A. M.																	
1	5	6	61.8	N N E ½ E	N N E by E	3-8		1/2	29.86	74	74	72	77	b c tq p	Nim Cum	1	20
2	5	2	73.0	N E by E	"	3-7		1/2	29.86	74	74	72	77	"	"	3	"
3	5	5	78.5	N E ½ E	"	3-6		1/2	29.80	74	74	72	77	"	"	4	"
4	3	4	81.9	E by N	North	2-5		2	29.76	72	72	72	77	"	"	5	"
5	1	0	82.9	E ½ E	N by W	1-2		2	29.75	74	74	72	77	b c p d	"	5	"
6	0	0	—	Variable	Calm	0		2	29.79	74	74	72	77	"	"	4	"
7	1	8	84.5	North	East	2		1/2	29.83	74	75	73	77	b c	Cum Nim	6	m
8	6	6	91.1	"	"	5			29.81	75	75	73	77	"	Nim Cum	6	"
9	8	5	99.6	"	"	6-7		3/4	29.82	75	75	73	77	b c q	"	5	"
10	5	2	10.4.8	N N E ½ N	"	5-6			29.92	75	75	73	77	"	"	5	"
11	6	9	13.7	"	"	6			29.95	75	75	73	77	"	"	5	"
Noon.	7	2	20.9	"	"	6			29.96	75	75	73	77	"	"	5	"

131.4 Distance by Log.

Course and distance made good since preceding noon by observations, N E by N 98 knots, tenths.

Position at Noon:
- Latitude by D. R. 25° 40' 26" N
- Longitude by D. R. 66° 02' 00" W
- Latitude by observations of ⊙ 25° 42' 10" N
- Longitude by chronometer from Forenoon Observations of ⊙ 66° 18' 00" W

Position at 8 A. M.
- Latitude by D.R. 25° 14' 44" N
- Longitude by Forenoon Observation ⊙ 66° 04' 35" W

Position at 8 P. M.
- Latitude by D.R. 26° 25' 43" N
- Longitude by Afternoon Observation ⊙ 66° 58' 15" W

Current during the time, 5/8 knots tenths per hour, setting to the W ½ N

Error of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head North 3° 18' W

Deviation of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head North 3° E variation used, 4° 00' W

Error of the Compass by Azimuth ⊙ observed at 3 30 P.M., ship's head W N W 5° 15' W

Deviation of the Compass by Azimuth ⊙ observed at 3 30 P.M., ship's head W ½ N 1° 15' W variation used, 4° 00' W

Water expended during the preceding 24 hours, 150 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 155 " 2 3 2 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
P. M.																	
1	7	0	27.4	N N W ¾ W	East	6			29.91	75	75	73	77	b c p	Nim Cum	5	m
2	7	4	35.3	"	E by N	6			29.91	76	76	73	77	b c	"	4	"
3	7	6	42.4	"	"	6			29.91	75	75	73	77	"	"	5	"
4	7	2	50.1	"	"	6			29.98	75	75	73	77	b c p	"	6	"
5	6	7	56.8	"	"	5			29.98	75	75	72	77	b c	"	4	"
6	7	0	63.8	"	"	6			30.01	75	75	72	76	"	"	7	"
7	7	0	70.8	"	"	6			30.02	75	75	72	76	"	"	4	"
8	7	0	77.8	"	"	6			30.03	75	75	72	76	"	"	5	"
9	6	3	84.1	"	"	5			30.05	75	75	72	76	b c w	"	4	"
10	6	6	90.7	"	"	5-6			30.05	75	75	72	76	"	"	5	"
11	6	4	97.1	"	East	5			30.05	74	74	72	76	"	"	6	"
Mid.	6	7	103.8	"	"	5-6			30.05	74	74	72	77	"	"	6	"

LOG of the UNITED STATES Ship "Essex" Rate,

Making passage from St Thomas W.I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
A. M.																	
1	5	6	61.8	N N E ½ E	N N E by E	3-8		1/2	29.86	74	74	72	77	b c tq p	Nim Cum	1	20
2	5	2	73.0	N E by E	"	3-7		1/2	29.86	74	74	72	77	"	"	3	"
3	5	5	78.5	N E ½ E	"	3-6		1/2	29.80	74	74	72	77	"	"	4	"
4	3	4	81.9	E by N	North	2-5		2	29.76	72	72	72	77	"	"	5	"
5	1	0	82.9	E ½ E	N by W	1-2		2	29.75	74	74	72	77	b c p d	"	5	"
6	0	0	—	Variable	Calm	0		2	29.79	74	74	72	77	"	"	4	"
7	1	8	84.5	North	East	2		1/2	29.83	74	75	73	77	b c	Cum Nim	6	m
8	6	6	91.1	"	"	5			29.81	75	75	73	77	"	Nim Cum	6	"
9	8	5	99.6	"	"	6-7		3/4	29.82	75	75	73	77	b c q	"	5	"
10	5	2	10.4.8	N N E ½ N	"	5-6			29.92	75	75	73	77	"	"	5	"
11	6	9	13.7	"	"	6			29.95	75	75	73	77	"	"	5	"
Noon.	7	2	20.9	"	"	6			29.96	75	75	73	77	"	"	5	"

131.4 Distance by Log.

Course and distance made good since preceding noon by observations, N E by N 98 knots, tenths.

Position at Noon:
- Latitude by D. R. 25° 40' 26" N
- Longitude by D. R. 66° 02' 00" W
- Latitude by observations of ⊙ 25° 42' 10" N
- Longitude by chronometer from Forenoon Observations of ⊙ 66° 18' 00" W

Position at 8 A. M.
- Latitude by D.R. 25° 14' 44" N
- Longitude by Forenoon Observation ⊙ 66° 04' 35" W

Position at 8 P. M.
- Latitude by D.R. 26° 25' 43" N
- Longitude by Afternoon Observation ⊙ 66° 58' 15" W

Current during the time, 5/8 knots tenths per hour, setting to the W ½ N

Error of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head North 3° 18' W

Deviation of the Compass by Azimuth ⊙ observed at 9 A.M., ship's head North 3° E variation used, 4° 00' W

Error of the Compass by Azimuth ⊙ observed at 3 30 P.M., ship's head W N W 5° 15' W

Deviation of the Compass by Azimuth ⊙ observed at 3 30 P.M., ship's head W ½ N 1° 15' W variation used, 4° 00' W

Water expended during the preceding 24 hours, 150 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at Noon, 155 " 2 3 2 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky; in Tenths.	State of the Sea
P. M.																	
1	7	0	27.4	N N W ¾ W	East	6			29.91	75	75	73	77	b c p	Nim Cum	5	m
2	7	4	35.3	"	E by N	6			29.91	76	76	73	77	b c	"	4	"
3	7	6	42.4	"	"	6			29.91	75	75	73	77	"	"	5	"
4	7	2	50.1	"	"	6			29.98	75	75	73	77	b c p	"	6	"
5	6	7	56.8	"	"	5			29.98	75	75	72	77	b c	"	4	"
6	7	0	63.8	"	"	6			30.01	75	75	72	76	"	"	7	"
7	7	0	70.8	"	"	6			30.02	75	75	72	76	"	"	4	"
8	7	0	77.8	"	"	6			30.03	75	75	72	76	"	"	5	"
9	6	3	84.1	"	"	5			30.05	75	75	72	76	b c w	"	4	"
10	6	6	90.7	"	"	5-6			30.05	75	75	72	76	"	"	5	"
11	6	4	97.1	"	East	5			30.05	74	74	72	76	"	"	6	"
Mid.	6	7	103.8	"	"	5-6			30.05	74	74	72	77	"	"	6	"

under the command of Commander Louis A. Kingsbury, U. S. Navy,

Thursday, December 24th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Ends 4 A.M.

Cloudy to overcast with passing rain squalls. Light breeze from N. by W. to North, moderate later in squalls, threatening. Stormy look to clouds first part. Moderating and clearing very much near end of watch. Barometer falling. Day spoke from Seattle. Took in top gallant sails at 12.05 and set them at 3.30.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Fair with passing showers of rain and light breeze from N. to N. by W. drying out and coming out bright to fresh breeze from East. Barometer rising. Steering by the wind on port tack under topgallant sails, topsails, foresail, main trysail, fore and foretopmast staysails. At 6.00 took ships and headed North. Set staysails, royals and flying jib.

J. H. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Fair and pleasant with occasional light squalls and passing showers. Stiff to fresh breeze from East. Steering course North and West by compass. Under all sail except main sail, main trysail and spanker at first. At 9.30 took in flying jet. At 9.45 shortened sail to topsails and at 10.00 made sail to royals (except flying jet). Weather coming more settled at 9.45 had occasion to relieve tackles and steer the ship by them until wind could be brought over steering gear in order at 10.30 called. Hands, and fresh spare foresail in its place and set it at 9.30. Mustered and inspected at Quarters. Drilled divisions as follows 1st Reefing mainsail, 2nd Setting up and fresh, 3rd Setting up and Signals. Forward Divs. Small arms and Signals, After Divs. Seamanship instruction.

J. B. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M.

Weather fair passing showers during first and last hour of watch. Fresh breeze from East to E. by N. Barometer steady. The Divisions of Apprentices except the second have given instruction in Gunnery. Tested magazine flood cocks and drains finding them in good order. Ships under said above steering course.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear to fair stiff and fresh breeze from E. by N. On course N. 77 W. (pr.). No change in sails. Moderate Ex. Sea. Moonlight.

R. D. Tindale
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant fair weather, fresh breeze from E. by N. to East. Steady barometer. No change in sails. On course N. 77 W. at 11.30 passed Schooner standing to S.E. Moderate Ex. Sea.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—905

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from St. Thomas W. I. to Norfolk Virginia

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.	7	9															
1	6	2	10.0	NW 3/4 N	East	5			30.06	76	75	73	76	bc cu	Cirrus	6	M
2	6	3	16.3	"	"	5			30.06	76	75	73	76	bc cp	"	6	"
3	6	6	22.9	"	"	5			30.06	74	74	73	76	bc cu	"	6	"
4	6	5	29.4	"	"	5			30.06	74	74	72	76	"	"	6	"
5	7	1	36.5	"	"	5			30.05	74	74	72	76	bc cp a	"	5	"
6	7	0	43.5	"	"	5			30.06	73	73	72	76	"	"	4	"
7	7	0	50.5	"	"	5			30.08	74	73	71	76	"	"	2	"
8	8	7	57.2	"	"	5-6			30.11	73	73	72	76	bc cg p	"	0	"
9	8	3	65.5	E by E	"	5-6			30.14	73	73	72	76	bc p	"	1	"
10	7	8	73.3	"	"	5			30.15	74	73	72	76	"	"	2	"
11	6	8	79.1	"	"	4			30.14	74	73	72	75	"	"	2	"
Noon.	7	9	87.6	"	"	4			30.12	73	73	71	75	"	"	3	"

169.1 Distance by Log.

Course and distance made good since preceding noon by observations, NW 162 knots, tenths.

Position at Noon:
- Latitude by D. R. 27°47.13" N
- Longitude by D. R. 68°28.28" W
- Latitude by observations of ⊙ 27°36.52" N
- Longitude by chronometer from Forenoon Observations of ⊙ 68°24.57" W

Position at 8 A. M.
- Latitude by D R 27°26.13" N
- Longitude by D R 67°59.21" W

Position at 8 P. M.
- Latitude by D R 28°22.16" N
- Longitude by Afternoon Observation ⊙ 69°06.36" W

Current during the time, 1/2 knots tenths per hour, setting to the NE by E

Error of the Compass by Azimuth ⊙ observed at 3 P.M., ship's head NW 3/4 N 5°20' W
Deviation of the Compass by Azimuth ⊙ observed at 3 P.M., ship's head NW 3/4 N 1°20' W variation used, 4°00' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 488 "
Coal consumed during the preceding 24 hours, tons, 1280 lbs.
Coal remaining on hand at Noon, 154 " 1832 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1	7	2	94.8	NW 3/4 W	E by E	5-6		1/4	30.10	73	73	71	75	bc	Cirrus	3	M
2	7	3	102.1	"	"	5-6		1/4	30.10	73	73	70	75	"	"	1	"
3	7	9	10.0	"	"	6		1/4	30.10	72	72	70	75	oc	"	0	"
4	7	5	17.5	"	"	6		1/4	30.10	72	72	70	75	bc	"	2	"
5	8	5	26.0	"	"	6			30.11	72	72	70	75	"	"	3	"
6	8	2	34.2	"	"	6			30.12	71	71	69	75	"	"	4	"
7	7	4	41.6	"	"	6			30.15	71	71	69	75	"	"	2	"
8	7	1	48.7	"	"	6			30.18	71	71	69	75	bc w	"	2	"
9	7	1	56.4	"	"	6			30.18	71	71	69	75	"	"	2	"
10	7	0	63.0	"	"	5			30.18	71	71	68	75	"	"	3	"
11	5	0	68.9	"	"	4			30.16	70	70	67	75	"	"	2	"
Mid.	4	2	73.1	"	"	4			30.16	71	70	67	75	"	"	1	"
	85	0															

under the command of Commander Louis Kingsbury, U. S. Navy,

Wednesday December 25th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant, light passing showers & squalls, 3 to 3.30 a.m. Stiff breeze from East & Easy drift. Barometer steady. Steering a Course S.W. by S. (pc) under all sail except Spanker and Main topsail.

J.W. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy and squally with driving rain and passing showers. Stiff to fresh breeze from E. by S. Midwatch Steering Course S.W. by S. under all sail except flying jib main topsail and spanker at first, at 5.15 set spanker and at 7.30 took it in. Passed a steamer bound to S.E. and W.

J.C. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather cloudy passing rain squalls during first hour of watch. Moderate to fresh breeze from E.N.E. Barometer falling. At 8.20 took in log & log line. Steering third again at 11.20. Crew holding Christmas Sports. C.M. Peirson App 3 class was released from confinement by order of Commanding Officer. Stb under sail steering a Course S.W. by W. Commenced fires under Boilers B for distilling.

W.B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy. Fresh breeze from E.N.E. On Course S.W. by W. (pc) At 1. took in mainsail on account of fires under boilers B and set the main topsail. Moderate E.N.E. & Sea. Apprentices engaged in sports last part of watch.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Cloudy and damp, fresh E.N.E. & E. breeze. Barometer rising rapidly. At 5.20 took in and furled royals & mizzen top mast stay sail. On Course S.W. by W. Moderate swell from E.N.E. Distilling.

L.M. Hamer
Ensign U.S.N.

From 8 P.M. to Midnight. Fair and pleasant. Fresh to moderate breeze from E.N.E. Barometer steady then falling slowly. Steering a Course S.W. by W. No change of sail. Distilling.

J.W. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—95

LOG of the UNITED STATES Ship "Oster" Third Rate,

Making passage from St. Thomas W.I. to Jork Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Obs'ns.
A. M.	85	0															
1	6	4	76.5	N W 3/4 N	E by N	5			30.16	71	70	67	75	o c w	Cum Nimb	0	h,
2	6	6	82.1	"	"	5			30.15	71	70	67	74	"	"	0	"
3	6	7	89.8	"	"	6			30.15	71	70	67	74	"	"	0	"
4	6	3	96.1	"	"	6			30.15	71	70	67	74	"	"	0	"
5	5	6	1.7	"	E N E	5			30.15	71	70	66	74	b c	"	2	"
6	5	9	7.6	"	"	5			30.15	70	70	65	74	"	"	2	"
7	7	2	14.8	"	E by N	6			30.15	70	70	65	74	o c	"	0	"
8	7	4	22.2	"	"	6			30.20	70	70	65	73	b c	"	2	"
9	6	8	29.0	"	"	5			30.24	70	70	65	73	"	Cum	8	"
10	6	7	35.7	"	E by S	5			30.24	70	70	65	72	"	"	8	"
11	5	5	41.2	"	E S E	4			30.26	71	70	65	72	"	"	8	"
Noon.	5	9	47.1	"	S E by E	4			30.28	71	71	65	72	"	"	8	"

116.0 Distance by Log.

Course and distance made good since preceding noon by observations N W 3/4 N 148 knots, tenths.

Position at Noon:
- Latitude by D. R. 29 ° 35 ' 16 " N
- Longitude by D. R. 70 ° 21 ' 42 " W
- Latitude by observations of ⊙ 29 ° 26 ' 43 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 70 ° 18 ' 59 " W

Position at 8 A. M.
- Latitude by D. R. 29 ° 16 ' 52 " N
- Longitude by forenoon observation ⊙ 70 ° 02 ' 17 " W

Position at 8 P. M.
- Latitude by D. R. 29 ° 57 ' 19 " N
- Longitude by afternoon observation ⊙ 71 ° 02 ' 10 " W

Current during the time, 9/24 knots tenths per hour, setting to the Ship E by E

Error of the Compass by Azimuth ⊙ observed at 8 a.m., ship's head N W 3/4 W 4 ° 45 ' W

Deviation of the Compass by Azimuth ⊙ observed at 8 a.m., ship's head N W 3/4 W ° 55 ' W variation used, 3 ° 50 ' W

Error of the Compass by Azimuth ⊙ observed at 5 P.m., ship's head N W 3/4 W 4 ° 06 ' W

Deviation of the Compass by Azimuth ⊙ observed at 5 P. M., ship's head N W 3/4 W ° 16 ' W variation used, 3 ° 50 ' W

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled, during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, 1 tons, 1780 lbs.

Coal remaining on hand at Noon, 155 " 2152 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	Stated Obs'ns.
P. M.																	
1	5	5	52.6	N W 3/4 N	S E	4			30.13	70	70	66	73	b c	Cu Cum	8	m
2	5	5	58.1	"	"	4			30.14	71	71	66	74	"	"	8	"
3	6	1	64.2	"	"	5			30.13	72	71	68	74	"	"	8	"
4	5	6	69.8	"	"	5			30.14	72	72	68	74	"	"	8	"
5	4	7	74.5	"	S by E	3-4			30.14	72	72	68	74	"	"	5	"
6	4	4	78.9	"	"	3-4			30.14	72	72	68	74	b c w	"	5	"
7	4	5	83.2	"	"	3-4			30.15	72	71	68	73	"	"	5	"
8	4	9	87.1	"	"	3-4			30.16	72	71	68	72	"	"	5	"
9	4	8	91.9	"	"	3-4			30.19	71	71	68	72	"	"	4	"
10	5	1	97.0	"	S S E	4			30.18	71	71	68	72	"	"	4	"
11	5	8	2.8	"	"	5			30.16	71	71	69	72	"	"	4	"
Mid.	6	1	8.9	"	"	5			30.13	71	71	69	72	"	"	4	"
	63	0															

4-26

under the command of Commander Louis Kempff, U. S. Navy,

Thursday December 26th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Middle A.M. Overcast. Fresh breeze from E by N. Moderate Sea. Steering course N. W. by W. Under fit fore top mast staysail & all square sail except mainsail. Bent main trysail. At 12.05 Set flying fit, royals & main and mizzen top mast staysails.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M. Weather cloudy. Stiff to fresh breeze from E. by E. to E by N. Barometer rising. Ship under sail & alone. Steering a course. Distilling.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear fine weather. Stiff and moderate breeze from E by E to E by E. On course N. 77½ W. (pc). No change in sail. At 9.30 Mustered & inspected at Quarters. During 1st period delivered the Apprentices as follows. 1st Division Setting up and small arms, 2nd Division Setting up & rowlocks, 3rd Division Setting up and single Stroke, Forward Powder Division Gunnery instruction & rowlocks, After Powder Division Gunnery instruction. During 2nd period inspected all bags. Distilling using boiler "B".

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant, fresh to stiff breeze from S.E. Barometer falling till last hour. On course N. W. by W. No change in sail till 3 O'Clock when braced up main trysail. At 3.30 hauled down main and mizzen top mast staysails. Engaged in sending bags & hammocks & punishments for Summary Court Martial were delivered to G. Cumming C. B. Mand H. Gorman, B.M. 2 Class. Moderate following sea. Distilling boilers "B".

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M. Clear and pleasant. Gentle to moderate breeze from E.S.E. Barometer steady then rising. Heavy area of halo around moon. Steering by the wind under square sail to royals except mainsail. Set and fore top mast Staysail. At 5.00 hauled down and stowed Staysail.

J. J. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Cloudy and damp. Halo around the moon first hour. Gentle to stiff breeze from S.E. by E. Steering course N.W. by W. Under fit and square sail to royals except mainsail. At 12.40 Set Starboard Clew of mainsail. Distilling.

J. B. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John Guttorm
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Rate,

Making passage from St. Thomas W. I. to York River Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
A. M.	6	0															
1	7	0	15.9	NW 3/4 N	SSE	5			30.12	71	71	68	72	bc	Cu	3	sl
2	6	9	23.8	"	"	5			30.11	71	71	68	72	"	"	3	"
3	7	2	30.0	"	"	6			30.10	71	71	68	72	"	"	6	"
4	6	5	36.5	"	SSE	5			30.08	71	71	68	72	"	"	3	"
5	7	3	43.8	"	SbyW	6			30.06	71	71	67	72	"	Nimbus	3	"
6	7	3	51.1	"	"	6			30.07	71	71	67	72	bcp	Cu	1	"
7	7	0	58.1	"	"	6			30.09	71	71	67	72	bc	"	1	"
8	6	8	64.9	"	"	6			30.10	72	72	69	73	bcp	"	2	"
9	7	3	72.2	"	SbyE	6			30.10	72	72	69	73	bcd	"	0	"
10	8	6	80.8	"	"	6-7			30.10	73	73	71	73	bc	"	4	"
11	8	0	88.1	"	SbyW	6-7			30.09	73	73	71	73	"	"	2	"
Noon.	8	5	97.2	"	"	6-7			30.04	73	73	71	73	"	"	3	"

151.3 Distance by Log.

Course and distance made good since preceding noon by observations, NW 3/4 N 151 knots, tenths.

Position at Noon:
- Latitude by D. R. 31° 19' 0" N
- Longitude by D. R. 72° 27' 36" W
- Latitude by observations of ⊙ 31° 11' 12" N
- Longitude by chronometer from Forenoon Observations of ⊙ 72° 19' 09" W

Position at 8 A. M.
- Latitude by DR 30° 55' 0" N
- Longitude by DR 72° 02' 30" W

Position at 8 P. M.
- Latitude by DR 31° 20' 38" N
- Longitude by Mr Wilson's Observation ⊙ 72° 47' 10" W

Current during the time, 5/12 knots tenths per hour, setting to the SE by S

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at 5 PM, ship's head 4°55' W
- Deviation of the Compass by Azimuth ⊙ observed at 5 PM, ship's head 1°25' W variation used, 3°30' W

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 1 tons, 1500 lbs.

Coal remaining on hand at Noon, 151 " 652 "

P. M.																	
1	7	2	14.4	NW 3/4 N	SSW	4-6			30.02	72	73	71	73	bcp	Nimbus Cu	2	sl
2	7	3	11.1	"	SWbyW	4-6			30.01	71	72	71	72	"	"	2	"
3	7	4	18.3	E by N	WbyW	3-5	1/2		30.01	70	70	69	72	"	"	3	"
4	4	5	15.3	W 1/4 N	"	5	1/2		30.03	69	69	68	72	bc	"	4	"
5	3	5	18.8	"	"	4	1/2		30.00	69	68	67	72	"	Cu Nimbus	5	"
6	4	2	23.0	"	"	4	1/2		30.06	69	68	68	73	"	"	6	"
7	4	2	27.2	W 1/4 S	"	4	1/2		30.09	69	69	67	73	"	"	3	"
8	7	3	29.5	NW by W 3/4 W	NNW	3	1/2		30.10	69	69	67	73	"	"	1	"
9	1	1		NW by W 1/2 W	NbyE	1-2	1/2		30.10	69	69	67	72	bcw	"	4	"
10	0	5		"	"	1	1/2		30.10	69	69	67	72	"	"	3	"
11	0	5		East	"	0-1	1/2		30.10	69	69	67	72	"	"	5	"
Mid.	0	5		"	"	0-1	1/2		30.09	69	69	67	72	"	"	6	"
	100	5															

4-26

under the command of Commander Louis A Kingsley, U. S. Navy,
Friday, December 27th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to H A M Weather Clear Cloudy & Rainy during watch. Stiff to fresh breeze from S.S.E. to South. Barometer falling. Moon set 2 A.M. Ship under fit and sq sail to royals. Steering a Course. Distilling.

W B Whiteley
Lieutenant U.S.N.

From 4 to 8 A M Cloudy. Light passing rain showers. Fresh breeze from Sby W. On Course S by W ½ W (C). No change in sails. Distilling. At 7 sighted a Steamer on Starboard beam, distant about 5 miles, standing to S.E.

R D Tisdale
Ensign U.S.N.

From 8 A M to Noon Generally overcast & fresh breeze from S by E to South. Barometer falling. Had quarters at 9.30 A.M. & 9.36 & Sounded to General quarters. Divisions reported as follows. Forward Powder 9.35, 2nd Powder 9.37, 1st Division 9.37.30 2nd Division 9.37.45 3rd Division 9.38.45 Exercised at fire quarters. Engaged in securing off side tiller ropes, till 11.30 Occasional light breezes. On Course S W ½ W. At 8 A.M. set main and mizzen top mast Staysails. Moderate following Sea.

J McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy with passing showers first part of watch, clearing later part. Moderate to fresh breeze from S.S.W to S.W by W. Shifting to S by W at 2.30 increasing from a gentle to stiff breeze. Barometer falling then rising. Ship under all sail except spanker, main trysail, trysail mainmast & flying jib. Steering a Course S W ½ W. At 1.30 set flying jib. At 2.30 bring headed off to the S.S.W. Ship and steered by the wind on Starboard tack. Took in royals, flying jib, main and mizzen top mast Staysails. Set weather cloth of Mainsail and foretop mast Staysail. A Summary Court martial convened in session during the watch for the trial of G. D. Jennings C.B.M. at 3.00 Court adjourned, until 9.30 to morrow morning. Distilling.

J W Jordan
Lieutenant U.S.N.

From 4 to 8 P M Fine to cloudy, heavy dew after sunset, light moonlight. Moderate to gentle breeze from S by W ½ W by E By the wind on Starboard tack under plain Sail to top gallant sails & ex[illegible] mainsail.

J L Luby,
Lieutenant U.S.N.

From 8 P M to Midnight Weather fine. Light breeze from S by E falling to calm. Barometer steady. Light moonlight. Cloudy passing [illegible] from N and W. At 9.30 wore Ship At 10.00 took in Mainsail and Spanker.

Examined and found to be correct.

W B Whiteley
Lieutenant U.S.N.

John McGowan
Lieutenant U.S.N. Navigator.

4—20.

LOG of the UNITED STATES Ship "Essex" Three Rate,

Making passage from St. Thomas W.I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	10	5													Nimbus		
1	0	5		East	Alw E	1-0			30.08	69	68	66	73	b e w	Cumi	4	s
2	0	5		E by S	N E	1-0			30.08	69	68	66	73	"	"	5	"
3	1	0		East	Alw E	1			30.09	69	68	66	73	"	"	4	"
4	1	5	29.6	N by W	N E	2		½	30.09	69	68	66	73	"	"	4	"
5	2	4	37.0	W N W	Alw E	2-3		½	30.08	68	68	65	73	"	"	6	"
6	1	5	43.5	N by W ½ W	N E	2		½	30.08	69	69	66	73	b e	"	6	"
7	2	0	54.3	N W ½ N	N E by E	2		½	30.10	69	69	66	73	"	Nimbus Cumulus	5	"
8	1	4	65.7	N W by W	E N E	2			30.13	69	69	65	73	"	"	3	"
9	3	0	86.4	"	"	2			30.15	69	67	65	73	"	"	3	"
10	3	0	97.9	"	"	2			30.15	69	67	65	73	"	Cumulus	2	"
11	2	0	109.8	"	East	2			30.14	69	67	65	73	o e m	"	0	"
Noon.	2	5	121.1	"	"	2			30.10	69	67	65	73	"	"	0	"

Cor. 8 Return by Log.

Course and distance made good since preceding noon by observations, N W 30 knots, 2 tenths.

Position at Noon:
- Latitude by D. R. 31 ° 32 ' 50 " N
- Longitude by D. R. 73 ° 00 ' 30 " W
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ 72 ° 44 ' 15 " W

Position at 8 A. M.
- Latitude by D.R. 31 ° 32 ' 30 " N
- Longitude by D.R. 72 ° 54 ' 00 " W

Position at 8 P. M.
- Latitude by 73 ° 54 ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 450 gallons.

Water Distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 2550 "

Coal consumed during the preceding 24 hours, 1 tons, 990 lbs.

Coal remaining on hand at Noon, 149 " 1902 "

P. M.																	
1	3	1	44.2	N W by W ½ W	East	2-3			30.08	68	69	65	73	o c d m	Cumulus	0	s
2	4	3	48.5	"	"	3			30.06	68	69	65	73	"	"	0	"
3	4	9	53.4	"	"	3-4			30.06	67	69	65	73	b e m	"	3	"
4	5	6	59.0	"	E by S	4			30.05	67	69	65	73	b e d m	"	1	"
5	5	9	64.9	"	"	4			30.04	67	66	65	70	"	"	2	"
6	6	8	71.7	"	S E by E	5			30.03	67	66	65	70	"	"	1	"
7	6	6	78.3	"	S E by S	5			30.04	68	69	66	70	b e w	"	2	"
8	6	2	84.5	"	"	5			30.04	68	69	66	70	"	"	4	"
9	6	0	90.5	"	"	5			30.01	70	68	67	72	"	"	2	"
10	6	4	96.9	"	South	5			29.98	71	69	68	73	"	"	2	"
11	8	3	5.2	"	S by W	5-7			29.97	71	70	69	74	b e w g	"	1	"
Mid.	9	0	14.2	"	S by W	6-8			29.95	71	70	69	74	"	"	3	"

4—26

under the command of Commander Louis Kempff, U. S. Navy,

Saturday, December 28th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Cloudy. Calms & light airs to fresh breezes from North to N.N.E. By the wind on port tack under fore topmast Stay sail and Square Sail to top gallant sails, kept the Mainsail wetted 3 times & down Stay sail during by the wind Starboard tack and made all sail to royals & kept Spanker & flying jib. Daily steering way first part of watch. Clouds coming from N.W. Moon set about 3.40

R. D. Tisdale
Ens. Ensign U.S.N.

From 4 to 8 A.M. Cloudy to clear and pleasant, light to gentle breeze from N.by E. to E.N.E. Barometer rising By the wind on Starboard tack till 6 o'clock made Course N.W. by W. Hauled up weather clew of mainsail at 7 o'clock & took off harbor clothes lines. Smooth Sea.

L. McNamee
Ens. Ensign U.S.N.

From 8 A.M. to Meridian. Fair and pleasant first part, cloudy and hazy latter part. Light breeze from E.N.E. to East. Barometer Steady then falling Steering a course N.W. by W. No change of sail. Summary Court Martial in session from 9.30 to 11.00 O'clock for the trial of K. Gorman (B.M. 2 class).

John Jordan
Jr. Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy with rain and mist for the greater part, clearing partly at times. Gentle to moderate breeze from East & E. by S. Smooth Sea. On course N.N.W. by W. under all sail except Foretopsail. Rest of mainsail & Spanker at 1 P.M. Sent Weather clew of mainsail. Summary Court Martial ms at 1.30 and adjourned to await the action of the Morning and Evening at 2.40

J. C. Luby
Jr. Lieutenant U.S.N.

From 4 to 8 P.M. Weather cloudy clearing toward end of watch, moderate to stiff breeze from E. by S. to S.E. by E. Barometer Steady at 5.30 took in flying jib, Fore, Main and Mizzen topmast Staysails and weather clew of Mainsail at 6 O'Clock passed a large floating Spar.

W. B. Whittelsey
(443) Lieutenant U.S.N.

From 8 P.M. to Midnight. Cloudy. Flying clouds from W.S.W. Stiff breeze from S.E. by S. Veering to S.W. increasing to a moderate gale. At 10.00 set fore and Mizzen topmast Staysails over the main sail. Between 11 & 12 took in and secured royals, top gallant Sails, Main and Mizzen topmast Staysails, hauled up Spanker clew of Mainsail and took a single reef in the topsail. Moderate & Sea, moon shining through clouds. Barometer falling Equally to end of watch.

Examined and found to be correct.

R. D. Tisdale
Ens. Ensign U.S.N.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from St. Thomas W.I. to York Town Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	5	1													Cirro Cumu		
1	6	1	23. 0	NNW	W by S	6-8		1/2	29.95	71	70	69	74	b c g	Cirro Strato	4	m
2	5	7	26. 0	"	"	6-8		1/2	29.95	71	70	69	74	"	"	3	"
3	4	7	30. 7	"	"	4-6		1/2	29.95	71	70	69	74	"	"	3	"
4	5	1	35. 8	NNW 1/2 W	"	5-7		1/2	29.95	71	70	68	74	"	"	3	"
5	5	0	40. 8	NW by W	W by S	5-6		1/2	29.95	71	70	67	73	"	"	4	"
6	3	6	44. 4	"	West	3-4		1/2	29.91	70	70	67	73	"	"	5	"
7	2	0	46. 8	"	"	3		1/2	30.00	70	70	67	74	"	"	3	"
8	0	8		S E by E	Variable	1-3			30.03	70	70	68	73	"	"	2	"
9	1/2	0		NW	N E by N	3-1			30.06	69	69	67	74	"	"	5	"
10	1	0		NW by N	NE by E	1-0			30.08	70	69	67	74	b c	Cirro Cumu	6	"
11	1	0		NW	"	1-0			30.08	71	69	67	74	"	"	6	"
Noon.	1	5		"	"	1-2			30.05	70	69	67	74	"	"	6	"

111. 7 Distance by Log.

Course and distance made good since preceding noon by observations, NW 1/2 W 88 knots, tenths.

Position at Noon:
- Latitude by D. R. 38 ° 12 ' 12 " N
- Longitude by D. R. 73 ° 28 ' 54 " W
- Latitude by observations of ⊙ 38 ° 38 ' 18 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 73 ° 44 ' 24 " W

Position at 8 A. M.
- Latitude by D R 38 ° 05 ' 10 " N
- Longitude by D R 74 ° 00 ' 24 " W

Position at 8 P. M.
- Latitude by D R 38 ° 48 ' 31 " N
- Longitude by Afternoon Observation ⊙ 73 ° 53 ' 24 " W

Current during the time, 1 knots tenths per hour, setting to the SW

Error of the Compass by Azimuth ⊙ observed at 3 P M, ship's head NNW 1/2 W 5 ° 55 ' W

Deviation of the Compass by Azimuth ⊙ observed at 3 P M, ship's head NNW 1/2 W 2 ° 55 ' W variation used, 3 ° 00 ' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, °

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, tons, 680 lbs.

Coal remaining on hand at Noon, 119 " 1320 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.		5		NW													
1		5		NNW 1/2 W	NE by E	1-0			30.05	70	70	64	74	b c	Cirro Cumu	8	
2	1	0		NNW by W	"	1-0		1/2	30.05	71	70	66	74	"	"	8	
3	1	5		NNW 1/2 W	"	1		1/2	30.05	71	70	66	74	"	"	7	
4	1	6		"	"	2		1/2	30.06	70	70	67	74	"	"	5	
5	1	5		NNW 1/2 W	"	2		1/2	30.06	70	70	67	74	"	Cirro Cumu Strat	4	
6	1	8		"	"	2		1/2	30.06	70	69	66	74	b c w	"	4	
7	2	0		NW 1/2 W	"	2-3		1/2	30.06	70	69	66	74	"	"	4	
8	2	5		"	"	2-3		1/2	30.06	70	69	66	74	"	"	4	
9	2	4		"	"	2		1/2	30.04	69	69	66	74	b c	"	6	
10	2	4		"	E N E	2		1/2	30.14	69	69	66	74	"	"	6	
11	2	8		"	"	2		1/2	30.14	69	69	66	74	"	"	6	
Mid.	1	8		"	"	2		1/2	30.14	69	69	66	74	"	"	6	
	34	3															

4—20

under the command of Commander Louis Kempff, U. S. Navy,

Sunday December 29th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Noted A.M. Cloudy and squally. Gaining at intervals heavy flying clouds from W by S. By the wind on port tack under single reefed topsail, fore staysail and lee clew of mainsail. Set weather clew of mainsail at 9 A.M. and hauled it up again at 1.30. Steady barometer. Moderate W. Sea. Moderate breeze to Moderate gales in squalls from W.S.W.

L. M. Nagle
Ensign U.S.N.

From 4 to 8 A.M. Fair and pleasant first part passing rain squalls and threatening latter part of watch. Stiff to fresh breeze from W by S blowing out and coming out from North. Wind shifting all around the Compass. Steadying at 8 Bells at end of the watch. Barometer rising. Steering a course N.N.W. ½ W. under single reefed topsails, foresail, lee clew of mainsail set and four topmast staysail. Headed off to N.W. by W. before 5 bells and 6 bells then taken aback and heading all around the Compass. Set mainsail and shook reefs out of topsails before 5 bells and 6 bells took in mainsail at 6 bells. At end of watch standing on port tack close hauled. Got smoke pipe ready for hoisting.

J. H. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian. Fair to clear and pleasant. Calm to gentle breeze from N.E. and E. Moderate sea. At 8 bells made all sail to top gallant sails and set main trysail. By the wind on port tack until 8 bells when wore ship by the wind on starboard tack until 9 bells when set course N.W. and stood it rest of watch. At 10 Commanding Officer inspected ship and crew at quarters. Read general muster and read articles for the Government of the Navy and General Court Martial. Clear. At noon Commanding Officer held divine service on Quarter Deck.

J. L. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather clear clouding up toward end of watch. Calm to light breeze from N.E. by E. At 1230 Changed course by order of Commanding Officer to N.N.W. ½ W. Schooners in sight on port beam. Sailing vessel reported on starboard beam. Log sworn from West.

W. B. Wheeler
Lieutenant U.S.N.

From 4 to 8 P.M. Fair and pleasant. Light to gentle breeze from N.E. by E. Generally by the wind. Starboard tack. Course N.N.W. ½ W. at 6 set royals and flying jib. Upper clouds coming from W.N.W. Lower clouds E.N.E. Moonlight.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and pleasant. Light breeze from N.E. by E. to E.N.E. Steady. Barometer falling. Course N.N.W. ½ W. No change in sails. Smooth sea and moderate swell from West. Bright moonlight.

L. M. Nagle
Ensign U.S.N.

Examined and found to be correct.

John Hubbard, Lieutenant U.S.N. Navigator.

4—995

LOG of the UNITED STATES Ship "Essex" Third Rate,

Making passage from St. Thomas W. I. to Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.	7	5															
1	1	5		NNW 1/4 W	E by S	1			30.11	69	69	65	71	bc	Cu Cum	3	m
2	7	0		"	"	1			30.11	69	69	65	70	"	"	3	"
3	1	5		"	"	1			30.11	69	69	65	70	"	"	6	"
4	1	5		"	"	1			30.10	69	69	65	70	"	"	4	"
5	1	6		"	"	1			30.09	69	68	66	69	"	Cirri Cu Cum	5	"
6	1	6		"	SE	1			30.10	69	68	66	69	"	"	5	"
7	2	8		"	SSE	2-3			30.11	70	68	66	72	"	Cirri Cum Str	4	"
8	3	2	3.0	"	South	3			30.12	70	69	67	72	"	"	3	"
9	4	6	7.6	"	"	3			30.13	70	69	67	73	"	"	4	"
10	4	7	12.3	"	SSW	3			30.14	70	69	67	71	"	"	4	"
11	4	7	17.0	"	"	3			30.12	70	69	67	70	"	"	2	"
Noon.	5	7	22.7	"	"	4			30.06	70	70	67	76	"	"	1	"

7.6 Distance by Log.

Course and distance made good since preceding noon by observations, NNW 7/8 W 84 knots, tenths.

Position at Noon:
- Latitude by D. R. 32° 36' 49" N
- Longitude by D. R. 74° 19' 22" W
- Latitude by observations of ⊙ 33° 10' 52" N
- Longitude by chronometer from Forenoon Observations of ⊙ 74° 02' 36" W

Position at 8 A. M.
- Latitude by D R 33° 07' 56" N
- Longitude by D R 74° 07' 46" W

Position at 8 P. M.
- Latitude by D R 34° 15' 04" N
- Longitude by Afternoon Observation ⊙ 74° 05' 14" W

Current during the time, 78 knots tenths per hour, setting to the SE 1/4 S

Error of the Compass by Azimuth ⊙ observed at 8h 0m, ship's head NNW 1/4 W 3° 53' W

Deviation of the Compass by Azimuth ⊙ observed at 8h 0m, ship's head NNW 1/4 W 0° 53' W variation used, 3° 00' W

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, °

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, tons, 1190 lbs.

Coal remaining on hand at Noon, 149 " 32 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1	5	9	28.6	NNW 1/4 W	SSW	4			30.04	69	70	68	70	bc md	Cu Str	3	sl
2	5	5	33.3	"	"	4			30.01	69	70	68	71	"	"	4	"
3	6	2	39.5	"	SW by S	5			29.99	70	70	68	72	"	"	4	"
4	8	5	48.0	"	"	5-7			29.97	71	71	69	74	bc	"	4	m
5	9	9	57.9	W by W	SSW	6-8			29.96	71	71	68	75	"	"	3	"
6	10	5	68.4	"	"	6-8			29.96	72	72	68	72	"	"	3	"
7	10	8	79.2	"	"	6-8			29.94	72	72	68	73	"	"	4	R
8	10	2	89.4	"	"	6-8			29.91	72	72	68	72	"	"	4	"
9	10	1	99.5	"	"	6-8			29.90	72	72	68	72	bcq	"	4	"
10	10	5	110.0	"	"	7-9			29.84	72	72	68	73	"	"	5	"
11	9	9	119.9	"	"	8-10			29.79	72	72	68	71	"	"	3	"
Mid.	10	2	129.1	"	"	8-10			29.73	72	72	68	76	bcq	"	0	"

under the command of Commander Louis Kuggley, U. S. Navy,
Monday, December 30th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and pleasant. Light moonlight. Light airs from E by S. Steering a course of N.W. for Pt. Conception under all sail except spanker. At 1.15 hauled up weather clew of mainsail. At 2.15 hauled down mizzen top mast stay sail. Barometer steady. Temperature of sea water fell 4°.

J. V. Jordan, Lieutenant U.S.N.

From 4 to 8 A.M. Fair to cloudy. Clouds rising in N.W. first part. Light airs to gentle breeze from E by S at first hauling to S at end. Steering course N.W. by N. under all sail except cracked clew of mainsail, main trysail, spanker & mizzen top mast stay sail at first. At 5 hauled up and furled mainsail & hauled down main top mast stay sail. At 6 hauled down flying jib & fore top mast stay sail.

J. B. Luby, Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather fair, clouding up toward end of watch. Gentle breeze increasing to strong breeze from South to S.S.W. Barometer falling. At 9 O'Clock set flying jib, fore, main and mizzen top mast stay sails, and main trysail. In hoisting the smoke pipe the upper band for guys carried away, rigged temporary band with chain part of dep. spr. At 9.30 finished crew at quarters and exercised division as follows. First Single Sticks, Second, Small Arms, Third Single Sticks and Powder Divisions at Signals and Gunnery Instructions. A Steamer passed standing to the East Ward sighted a Sailing Vessel, two points on port bow.

W. B. Whidden, Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy. Raining rain showers first part of watch. At Course N.W. by W. & W.N.W. Moderate breeze from S.S.W. to fresh breeze from S.W. by S. Lower clouds coming from S.W. becoming overcast with higher clouds from the W. Moderate Southerly Sea. Set Courses. Steaming Courses. At 1.30 hauled down and stowed flying jib and fore top mast stay sail. At 1 Norwegian barque passed astern bound to the Eastward Close with us. At 1 sighted Steamer on Starboard bow, Standing to the S.E. which passed Late 3 miles to Leeward.

R. D. Tisdale, Ensign U.S.N.

From 4 to 8 P.M. Fair and pleasant. Flying Squalls from S.W. fresh breeze to moderate gales and squalls from S.S.W. By order of Commanding Officer changed course to N.W. at 4 O'clock. Took Log 48. At 5.20 hauled down main top mast stay sail. At 5.35 first reefs taken in mainsail and furled main trysail. At 7 O'Clock took in and furled royals. Moderate to Rough Sea from S.S.W.

L. M. McNamee, Ensign U.S.N.

From 8 P.M. to Midnight. Clear first part & Cloudy last part. Moderate breeze from S.S.W. Barometer falling. Steering a course of N.W. by W. having a pound each coal. At 9 O'clock in bunkers. Furled top gallant sail. At 10.30 took two reefs in top sail. Lighted fires for steaming at 9 P.M. Temperature of Sea Water rising.

J. V. Jordan, Lieutenant U.S.N.

John Hubbard, Lieutenant U.S.N. Navigator.

Examined and found to be correct.

4—205

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Making passage from St. Thomas W.I. to Fort Brown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeways.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Frqu. of Clear Sky, in tenths.	State of the Sea
A. M.															Cirrus		
1	11	6	41.3	N by W	S.S.W	9			29.64	73	72	70	76	o'cgy	Nimb	0	LR
2	9	7	51.0	"	"	9			29.68	64	66	63	75	"	"	0	"
3	6	5	57.5	N E	West	9			29.68	63	64	62	74	"	"	0	"
4	4	0	60.0	N by W	"	9			29.73	60	60	57	74	b cgy	Cirrus	5	"
5	4	4	64.4	N by W	W.N.W	9			29.78	57	57	53	73	"	Cirrus	6	"
6	3	5	69.9	"	"	8-10			29.81	55	55	50	70	"	Strus	8	"
7	3	5	75.4	"	"	7-10			29.86	55	54	50	69	"	Cirrus	5	"
8	3	2	78.4	"	"	8-10			29.93	51	52	49	70	"	Cu Cirrus	5	"
9	1	7	77.0	W by N	"	7-8			29.98	50	50	47	70	"	"	7	R
10	2	6	79.4	"	"	6-8			30.02	49	49	45	71	"	"	7	"
11	3	0	82.1	"	"	6-8			30.02	48	48	45	70	"	"	7	"
Noon.	3	1	85.2	"	N W by W	6-7			30.02	48	48	45	71	"	"	7	"

158.7 Distance by Log.

Course and distance made good since preceding noon by observations, N 3/4 W 150 knots, tenths.

Position at Noon:
- Latitude by D. R. 35 ° 40 ' 40 " N
- Longitude by D. R. 74 ° 52 ' 05 " W
- Latitude by observations of ⊙ 35 ° 45 ' 16 " N
- Longitude by chronometer from Forenoon Observations of ⊙ 74 ° 28 ' 44 " W

Position at 8 A. M.:
- Latitude by D. R. 35 ° 37 ' 22 " N
- Longitude by D. R. 74 ° 55 ' 17 " W

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, 11/12 knots tenths per hour, setting to the E 3/4 N.

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 18800 "
Coal consumed during the preceding 24 hours, 4 tons, 1070 lbs.
Coal remaining on hand at Noon, 144 " 1202 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeways.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Frqu. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1	2	2	86.3	W N W	W	6-7			30.03	48	48	46	70	b cgy	Cirrus	7	R
2	3	5	91.0	"	"	6-7			30.03	49	49	47	70	b c	"	7	"
3	4	1	96.1	"	"	6			30.03	49	49	47	69	"	"	7	"
4	4	5	100.6	"	"	6			30.03	49	49	47	69	"	"	8	"
5	4	7	5.3	"	"	6			30.05	49	49	45	70	"	"	8	"
6	5	8	11.1	"	"	6			30.06	49	49	45	70	"	"	9	"
7	5	7	16.8	"	"	6			30.07	49	49	45	70	"	"	9	"
8	6	5	22.3	"	"	6			30.08	48	48	44	70	"	"	9	"
9	6	5	29.6	"	N W by W	5			30.06	47	47	43	65	"	"	9	W
10	5	8	35.4	"	W N W	5			30.06	47	47	43	64	"	"	9	"
11	6	9	42.3	"	"	5			30.05	48	47	43	64	"	"	9	"
Mid.	7	0	49.3	"	West	5			30.04	45	45	42	50	"	"	9	"

under the command of Commander Louis Kingsley, U. S. Navy,

Tuesday, December 31st, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Wets & A.M. Cloudy and squally at first blowing a gale from S.S.W. up to a force of 11 in the squalls. Between 1 and 2 had several heavy squalls accompanied with heavy rain & lightning. Wind then hauled back to West & blew a heavy gale with clearing weather. Set foresail & double reefed topsails first hour. At 100 called all hands & close reefed the topsails & in the fit and foresail & furled them. Set fore topmast staysail & at 200 took it in & set fore storm staysail. At 300 took in fore topsails and set main storm staysail & storm mizzen & brought the ship by the wind, coupled the propeller and Commenced Steaming. At end as Course N by W.

J. H. Luby
Lieut and N.D.

From 4 to 8 A.M. Weather fair. Moderate to strong gales in squalls from W.N.W. Barometer rising rapidly. At 700 took in storm staysail. Sounding of 150 fathoms no bottom. Rolling heavily in rough sea from S. and E. Sea from W. Ship under Steam and storm sails steering a Course. Steam pressure 55, No revolutions 36.

W. H. Scuttleberg
Lieutenant U.S.N.

From 8 A.M. to Meridian Fair and Cool. Fresh breeze and moderate gales from W.N.W. to S.W. by W. moderating. At 830 hauled down and stowed storm staysail. Changing Course to W. by N. Several vessels in sight and hemmed towards big passing astern within 3/4 mile about 1030. Heavy W.N.W. Sea. Moderating.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear and Cool. Fresh W.N.W. breeze. At 1220 changed Course to N.W. by W. Pat. log 80.3. Under Steam alone. Average Steam pressure 55 Revolutions 39. Rough broken sea from N.N.W.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M. Clear and Cool. Fresh breeze from N.W. Barometer rising Steering a Course N.W. by W. Under Steam alone. At 500 set double reefed topsails and topgallant yards. No revolutions 42. Steam 55.

J. H. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight Clear and Cool. Light moonlight. Light breeze from N.W. by W. Steering Course N.W. by W. Under Steam alone hauling to West towards end of watch. Set mizzen topmast staysail. Employed sounding & sweeping 11 20 Adept. At 1200 set fore staysail & at 1230 set mizzen staysail. At 8, 20 fathoms, 9, 20 fathoms, 10, 21 fathoms, at 11, 14 fathoms & at 12, 16 fathoms bottom for each. Yellow sand and coral. Had Speaks. Revolutions 42, Steam pressure 55. Dead Starboard Cable and got Starboard anchor off the bows.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N.
Navigator

Approved.

Commander U.S.N. Commanding.

4-95

LOG of the UNITED STATES Ships Essex Thos Rate,

Making passage from St. Thomas W. I. to York Town Va.

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeways.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Page of Clear Sky, in tenths.	Stated Ths Sea
A. M.																	
1	9	0	58.3	N W by N	W by N	6			30.03	45	45	42	50	bc m	—	10	8
2	7	0	65.3	"	"	6			30.08	45	44	40	49	"	—	10	"
3	7	3	72.6	"	"	6-7			30.08	45	44	40	49	"	Cirro Strat.	5	"
4	7	4	80.0	W ½ N	"	6-7			30.00	42	43	40	49	"	"	4	"
5	6	5	86.5	"	"	5			29.98	42	42	38	49	bc	Cirro	4	"
6	5	9	92.8	W NW	"	5			29.99	42	41	37	49	"	Strat Cumu	6	"
7	7	0	99.8	N N W ½ W	"	5			30.03	40	40	35	45	"	"	4	"
8	6	4	106.2	N W by W ½ W	W by W	4-5			30.06	40	40	37	42	"	"	5	"
9	6	2	112.4	Various	N by W	5			30.07	40	40	37	42	"	"	4	"
10	5	3	119.1	"	"	5			30.08	40	40	37	42	"	"	4	"
11				"	"	5			30.10	44	41	38	42	"	"	7	"
Noon.				"	"	5			30.11	42	41	38	42	"	"	7	"

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 100 "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, 11 tons, 1115 lbs.

Coal remaining on hand at Noon, 183 " 85 "

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeways.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Page of Clear Sky, in tenths.	Stated Ths Sea
P. M.																	
1				West	W N W	5			30.10	44	44	36	42	bc	Cy Cumu	8	8
2				"	"	4			30.11	42	44	36		"	"	7	
3				W N W	"	4			30.15	44	43	37		"	"	8	
4				"	"	4			30.17	44	43	38		"	"	8	
5				"	"	4			30.17	43	43	38		"	"	7	
6				W by N	"	3			30.17	41	41	38		"	"	7	
7				S by E	"	2			30.24	40	40	37		"	"	7	
8				"	"	2			30.26	39	39	36		"	"	7	
9				"	"	1-2			30.24	38	38	36		bc	—	10	
10				N E by E	S W by W	2			30.24	38	37	36		"	—	10	
11				S by W	S W by W	0-1			30.24	36	36	35		"	—	10	
Mid.				W N W	Variable	0-1			30.25	36	36	35		"	—	10	

under the command of Commander Louis Kempff, U. S. Navy,

Wednesday January 1st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 AM. Weather clear, Fresh breeze from W by N. Barometer falling. Bright moonlight. At 1715 took in Flying Jib and at End of watch took in Sail. At 1340 lighted White flash light over port bow port. At 4 O'Clock changed Course to West. Steam pressure 55. No Revolutions 47.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 AM. Clear and Cool. Stiff breeze from W by N to NW, at 4.10 changed Course from W by N to NW by W. Sighting Cape Henry Light, Cape Charles Light, and Cape Charles Light Ship, the former bearing about West, and Cape Charles Light about N W. By order of Commanding Officer changed Course as follows at 5.45 to W by N pat log 86.5. At 6.23 to W by W pat log 95. heading for Cape Henry At 6.40 to W by N pat log 97.5. At 7.55 to W N W pat log 98.5. Standing in the Chesapeake Bay heading for Horse Shoe Shoal buoy, and at 8.50 to W N W ½ W pat log 5.2 buoy on East of Horse Shoe Shoal bearing about W N W distant 1 mile. Moonlight. Coverage Steam pressure 55. Revolutions 47.

R. D. Tisdale
Ensign U.S.N.

From 8 AM to Meridian. Clear and Cool, fresh breeze from NW by W. Barometer clearing Under Steam alone Steering Courses Commanding Officer and Navigator Coming the Ship. Standing up Chesapeake Bay. At 10.30 lowered whale boat to find out number of No 3 Spar buoy. At 9.50 hauled in pat Log reading 191. At End of watch on course N by W. No 3 Black Buoy bearing about West distant about 2½ miles. Coverage Steam pressure 55. Revolutions 47. Started fires at 10.30 under boilers B.

L. M. Hamner
Ensign U.S.N.

From Meridian to 4 P.M. Clear and Cool. Stiff to moderate breeze from NW by W. Barometer rising. Steaming up Chesapeake Bay. Commanding Officer and Navigator Coming the Ship. At 3.06 Called to Quarters for Target Practice. At 3.15 hauled in log and took in Sail. At 3.30 Ceased Firing. Hauled off to Westward and Veering to 45 fathoms on port chain. At 3.45 Resumed Firing. At 4 Ceased Firing and hauled in to Anchorage. Fires under boilers B for distilling purposes. Draft of water 13'-7" forward. 16'-4" aft. Set out Steam Launch.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and Cool. Moderate to light breeze from WNW. Barometer rising. Last part. Commenced swinging to floods at 6.30

L. M. Hamner
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and Cold. Bright moonlight. Calm and light airs to light breeze from WNW to SW by S. Barometer Steady. Distilling

J. H. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Guthrie
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex Third Rate,

At Anchor in York River off Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				W NW	S SW	1-0			30.26	34	35	34		be	Cb Cu	8	
2				"	"	1-0			30.27	34	35	33		"	"	7	
3				"	"	1-0			30.27	34	35	33		"	"	7	
4				"	S SW	1-0			30.29	34	35	33		"	"	7	
5				W SW	"	0-1			30.27	33	34	32		"	"	8	
6				Steering	"	0-1			30.25	33	34	32		"	"	8	
7				SSE	"	0-1			30.26	34	34	32		"	W Cu	9	
8				SE by S	"	1			30.28	35	34	33		"	"	9	
9					SW	2			30.32	37	34	33		"	"	9	
10				SSE	"	3			30.32	38	37	34		beq	"	1	
11				SE by S	"	4-5			30.28	43	42	36		"	"	7	
Noon.				"	"	4-6			30.27	49	45	37		"	"	8	
																8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, 2500 "

Water remaining on hand fit for use at Noon, 3000 "

Coal consumed during the preceding 24 hours, 2 tons, 1130 lbs.

Coal remaining on hand at Noon, 130 " 1197 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				Steering to East	West	S SW	5-6		30.22	50	47	41		beq	Cb Cu	8	
2				"	"	"	5-6		30.21	51	48	41		"	"	9	
3				"	"	"	4-6		30.21	52	49	42		"	"	9	
4				"	"	"	4-5		30.20	55	49	42		"	"	9	
5				"	SW by W	S SW	3		30.18	49	48	42		be	"	9	
6				Steering to Head	South	"	2		30.18	49	48	42		"	"	9	
7				"	SSE	"	2		30.16	46	45	40		"	"	9	
8				"	"	"	2		30.15	45	44	39		"	"	9	
9				"	SE	"	2-1		30.13	43	43	39		"	"	9	
10				"	SSE	"	3-1		30.10	43	43	39		"	"	8	
11				"	SE by E	"	5-3		30.08	45	44	39		beq	"	1	
Mid.				"	SW	"	5-4		30.05	45	44	39		"	"	5	

under the command of Commander Louis Kingsbury, U. S. Navy,

Thursday, January 2nd, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced Unbitted & A.M. Clear and Cool. Calm to light airs from S.W.
Riding to Ebb tide. Distilling

J. B. Luby
1st Lieutenant U.S.N.

From 4 to 8 A.M. Clear and Cool. Calm to light air from S.S.W.
Barometer rising except first hour. Bright moonlight. Began securing to flood at 4.45 & finished at 6.30. Distilling. Cleared ship to dry at 6.30.

L. M. Haines
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and Cool. Light to fresh breeze from S.S.W. to S.W.
Barometer falling. Riding between ebb and flood, then to wind. At 9. Cleared ship to dry at 9.30 mustered at quarters and afterwards formed companies for battalion formation. At 11.40 Shortened and furled sails. Stopped distilling at 11.10.

J. W. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear and Cool. Moderate to fresh breeze from S.W.
Barometer falling slowly. Sent both companies on shore to drill with arms. Returned at 3.50

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and Cool. Moderate to light breeze from W. to S.S.W.
Barometer falling slowly. Riding to ebb until 6.00 then to wind. Officer of night signals in order to determine their condition. Expended in Navigation 3 Deep signals, 2 blue lights, and 1 Rocket.

J. W. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Clear to fair and Cool. Light airs to light breeze from S.S.W. at first increasing to stiff breeze in light squalls last half. Barometer falling.

J. B. Luby
1st Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Dove" Third Rate,

at Anchor in York River off Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Units.	State of the Sea.
A. M.																	
1	Steering up to Ett			W by S	S by W	4-5			30.03	45	45	41		b c g	Cu Cu	8	
2	"			West	S by W	4-5			30.01	45	45	41		"	"	8	
3	"			"	"	4-5			29.98	45	45	41		"	"	4	
4	"			"	"	4-5			29.96	46	45	41		"	"	3	
5	"			S by W	S by W	4-6			29.96	47	45	40		"	Cu	2	
6	"			"	"	4-8			29.91	48	46	41		"	"	4	
7	"			"	"	4-6			29.89	48	46	41		"	"	2	
8	Stood.			S by S	"	4-5			29.92	48	46	41		"	"	1	
9	"			SE	S	4-5			29.92	48	47	43		b c g p	"	1	
10	"			"	S by W	4-5			29.92	51	49	49		"	"	3	
11	"			South	W by S	4-5			29.88	55	51	45		"	"	7	
Noon.				S by S	"	4-5			29.85	55	51	45		"	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 100 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 179 " 31 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Units.	State of the Sea.
P. M.																	
1					West	3-4			29.84	53	52	47		b c m	Cu mt	0	
2					"	3			29.83	52	52	47		"	"	2	
3					"	2			29.83	52	52	47		"	"	3	
4				W by N	"	3			29.84	52	52	47		o o d u	"	0	
5				W by W	W by W	4			29.91	45	45	42		b o d	"	3	
6				W by W	"	4			29.96	45	44	41		"	"	4	
7				W by W	W by W	4-4			29.99	43	43	38		o c g	Cu mt	0	
8				W by W	"	6-4			29.99	40	40	36		b c g	"	3	
9				"	"	6-4			30.05	37	37	33		"	"	4	
10				"	"	5-4			30.06	35	36	32		"	Cu Str	6	
11				"	"	5-6			30.04	34	34	30		"	"	8	
Mid.				W by W	"	5-6			30.08	32	33	30		"	"	8	

under the command of Commander Lowe Kenyon Key, U. S. Navy,

Friday January 3rd, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather clear clouding over toward end of watch, moderate to fresh breeze in squalls from S.S.W. to S.S.E. Barometer falling. Ship riding to the wind.

W.B.W. Whiteley
2d Lieutenant U.S.N.

From 4 to 8 A.M. Fair and cool, clouding over latter part of watch. Moderate breeze with heavy to stiff squalls from S.S.E. to S.S.W. Barometer falling thick raining. Rising to 29.90 then to wind. Received in Pay Department 10 lb fresh beef, 11 1/2 lb of vegetables and 36 lb fresh bread.

J.H. Jordan,
Ensign U.S.N.

From 8 A.M. to Meridian Cloudy and squally with light passing showers first hour. Barometer falling. Rising to flood tide. At 9.30 hands mustered and cleared ship for action and exercised at quarters. At 10.40 called all hands to quarters and secured. At 11.10 called away all boats manned and equipped for cutting out and secured at 11.45 Inspected boat.

J.B. Luby
1st Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy. Fresh to moderate breeze from W.S.W. Barometer steady. At 1.30 P.M. secured at standing up and down top gallant and royal yards. The Navigator took the Compasses ashore and tested them. The 3rd division had sub caliber practice with starboard 4 pdr. expending 300 rounds of 4 pdr. caliber small arms ammunition. Officers Watch 1st Class and A.B. Master at Arms left the ship on 1st and 3rd days respectively.

W.B.W. Whiteley
2d Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy and cool, with light drizzling rain first half. Moderate breeze from S.W. by W increasing to fresh breeze and hauling to W.S.W. last half. Very squally last hour.

J.B. Luby
1st Lieutenant U.S.N.

From 8 P.M. to Midnight Weather fair. Stiff breeze to moderate gale in squalls from S.W. Barometer rising. Ship riding to wind.

W.B.W. Whiteley
2d Lieutenant U.S.N.

Examined and found to be correct.

John Gibbons
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" This Rate,

At Anchor in York River off Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				NNW by W	NW	6 8			30.11	30	31	30		bcq	Cu Cumn	1	
2				"	"	6-8			30.13	29	29	26		"	"	8	
3				"	"	6-8			30.13	28	28	27		"	"	8	
4				WNW	"	6			30.15	27	27	25		"	"	9	
5				NNW by W	"	5-7			30.18	26	26	24		"	"	8	
6				WNW	"	6-8			30.22	25	25	23		"	"	8	
7				NW	"	6-8			30.27	25	26	23		"	"	8	
8				"	"	5-7			30.30	23	24	22		"	"	8	
9			Sloop	NNW	"	5-7			30.33	24	23	22		"	"	8	
10			"	NE by E	"	5-7			30.36	27	25	23		"	"	8	
11			"	NE	"	5-6			30.35	26	25	23		"	"	9	
Noon.			"	"	"	5-6			30.34	29	27	25		"	"	9	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 1 tons, 1330 lbs.

Coal remaining on hand at Noon, 127 " 947 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				ENE	WNW	NW	6			30.32	26	26	24	bcq	Cu Cumn	9	
2				"	NW	"	5-6			30.30	25	26	23	"	"	9	
3				"	"	"	5-6			30.31	26	26	23	"	"	8	
4				"	NNW by W	"	5-6			30.34	26	26	23	"	"	9	
5				"	"	"	5-6			30.35	24	24	22	"	"	7	
6				"	WNW	"	5			30.35	24	24	22	bc	"	7	
7				"	NNW	"	5			30.39	24	24	22	"	"	8	
8				"	NW by W	"	2-4			30.40	24	24	23	"	"	9	
9	Sloop			"	"	"	2-3			30.39	22	23	22	"	"	9	
10				"	NE by E	"	2-3			30.39	22	23	22	b	"	10	
11				"	ESE	"	2-3			30.39	23	23	22	"	"	10	
Mid.				"	"	"	"			30.38	21	22	21	"	"	10	

under the command of Commander Louis Kempff, U. S. Navy,

Saturday January 4th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 AM Clear, cold, blustery, moderate gales in squalls to moderate breeze from NW. Moonlight. Ship heading to wind and tide

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 AM Clear and cold. Stiff breeze to moderate gales from N.W. Barometer rising rapidly

J. L. Luby
Lieutenant U.S.N.

From 8 AM to Meridian Weather clear and cold. Stiff to fresh breeze from N.W. Barometer rising. A. Barata, Shipwright, superintending his crew of enlistment having expired. Received on Department of Supplies, Camp Arequipa, 10 ft. 11 in. bread, 10 ft. lbs. vegetables and 86 lbs. beef. Ship heading between wind and tide flood tide. Commenced distilling at 10 O'clock

W. S. W. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 PM Clear and cold, moderate to stiff breeze in squalls from N.W. Distilling. About 2.20 PM Commander Louis Kempff U.S.N. died in his cabin.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 PM Weather clear and cold, light to moderate breeze from N.W. Barometer rising. Light House near bearing Maple Cape, in and anchored about 5.30. Distilling

W. S. W. Whittlesey
Lieutenant U.S.N.

From 8 PM to Midnight Clear and cold. Sent to N.W. by breeze. Moon rose about 9.50. Ship swinging to flood about 9.30. Finished distilling at 10.40

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—995

LOG of the UNITED STATES Ships "Essex" This Rate,

At Anchor in York River off Yorktown Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	6	Ebb	NW	NW	2 3				30.38	21	18	18		bc	Cu Cum	8	
2		"	"	"	2 3				30.37	19	17	17		"	Cum	3	
3		"	"	"	2 3				30.37	17	18	18		"	"	1	
4		"	"	"	3				30.35	17	18	18		"	"	1	
5		"	"	"	3				30.36	18	18	18		"	Cum Str	2	
6		"	"	WNW	2 4				30.36	18	18	18		fcm	"	4	
7		"	"	West	2 3				30.36	18	17	18		bcgm	"	3	
8		"	WNW	"	2 3				30.37	18	17	17		fcm	"	4	
9		"	"	"	2				30.35	18	17	17		"	"	2	
10		"	SW	WNW	3 4				30.37	19	19	19		"	"	0	
11		"	"	"	3 4				30.37	20	20	20		bcm	Cum Strat	0	
Noon.		"	South	"	3				30.34	22	21	21		fcs		0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.
Water during the preceding 24 hours, 1400 "
Water remaining on hand fit for use at Noon, 2700 "
Coal consumed during the preceding 24 hours, 1 tons, 1610 lbs.
Coal remaining on hand at Noon, 175 " 1519 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				WNW	WNW	3			30.32	23	23	23		bcs	Cum Strat	4	
2		Ebb		"	"	3			30.30	22	22	22		bc	"	5	
3		"		"	"	3			30.31	22	22	22		"	"	4	
4		"		"	"	4			30.33	23	23	23		"	"	6	
5		"		NW	"	2			30.32	22	23	22		"	"	8	
6		"		WNW	"	3			30.32	23	23	22		"	"	8	
7		"		NNW	NbyW	3			30.39	23	23	23		"	"	9	
8		"		NW	"	3			30.40	21	22	22		"	"	9	
9		"		"	"	2			30.39	19	22	22		"	"	9	
10		to	Flood	NE	NW	2-1			30.41	19	22	22		"	"	9	
11		"		East	"	2-1			30.42	20	20	19		"	"	9	
Mid.		"		SE	"	2-1			30.42	20	20	19		"	"	9	

under the command of Lieutenant Commander F. M. Wise, U. S. Navy,

Sunday January 5th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Ends 4 AM: Clear and Cool to overcast light to gentle N.W. by W. Barom. nearly Steady. Bright Moon Light first part. Riding to Ebb.

Wm Name
Ensign U.S.N.

From 4 to 8 AM Weather Cloudy and Cold. Light to moderate breeze from West to N.W. Barometer Steady. Disturbing Ebb tide.

W. W. Whipple
Lieutenant U.S.N.

From 8 A.M. to Meridian Generally overcast and Cloudy and Cold, Moderate to gentle W. N.W. by W. Light Snow flurries. At 9.30 mustered at Quarters. Swinging to flood tide about 10 O'clock. Received in Provision Department 100 lbs fresh Vegetables and 86 lbs Beans, for issue to the Crew.

R. A. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy and Cold, light Snow first part. Barometer nearly Steady. Gentle to moderate breeze from W. N.W. At 2.30 Navy Yard Tug White came alongside with Stores from Yard, and bringing undertaker and Casket. At 3.30 called all hands to muster and read General Memo of Commander Logic Range Key U.S.N. on board Tug, which at 3.40 proceeded back to Norfolk Navy Yard, Half Masted Ensign and Jack. Received and Distributed by Supplies and Accounts Clothing and Small Stores as follows, 22 Yards Jersey cloth, 38 Yards Flannel, 40 Blankets, 50 working suits, 15 pair Shoes, 200 lbs Tobacco, 300 lbs Soap, 10 Mess Pans, 5 Mess Kettles, 1 Bed Rubber Boots. (Days spent to Naval Hospital, Norfolk Va. with bags and Hammocks, Lyddan, J. (C.P.) Webb, J. (A.B.) Monell, J. (Appr. 3 class) Betts, A. J. (Appr. 3 class).

Wm Name
Ensign U.S.N.

From 4 to 8 P.M. Clear and Cold. Gentle W. N.W. by to N.E. by E. At Sunset handed up the Ensign Pennant and Jack. Repairing Awning. Ebb tide.

R. A. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight Clear and Cold, light breeze to light air from N. by E. to N.W. Barometer Steady Setting to flood at 9.45, bright Moonlight at End of watch.

Wm Name
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—505

LOG of the UNITED STATES Ship Essex 3rd Rate,

At Anchor in Gosport Roads off Fort Norfolk Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. at 0.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				Flood East	N by W	2			30.13	20	20	20		b c	Nimbi	10	
2				"	"	2			30.14	20	20	20		"	"	10	
3				Ebb W by N	N by W	1			30.14	17	17	17		"	"	10	
4				N by W	"	1			30.16	18	18	18		"	"	10	
5				N by W	"	1			30.16	16	17	17		b c		9	
6				N by W	"	1			30.15	17	17	17		"	Strat	9	
7				"	South	1			30.16	17	17	17		"	"	9	
8				"	"	1			30.16	18	18	18		"	"	7	
9				N by W	"	1			30.17	19	19	20		"	"	8	
10				North	"	1			30.19	19	22	22		"	"	9	
11				"	"	1			30.18	26	31	27		"	"	9	
Noon.				N E by E	N W	1			30.18	34	27	27		"	"	9	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ ° variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2 200 "

Coal consumed during the preceding 24 hours, 2 tons, 790 lbs.

Coal remaining on hand at Noon, 123 " 727 "

P. M.													
1		S E by S	W N W	2	30.14	34	35	34	b c m	Cirri	4	
2		S S E	Variable	0-1	30.13	32	33	32	"	"	2	
3		West	Calm	0	30.12	33	33	32	c m	"	0	
4		E by S	E by E	2	30.12	33	32	31	"	"	0	
5		Various	East	2	30.11	32	31	31	"	"	4	
6		N by E	"	2	30.11	32	32	32	"	"	2	
7		N by E	"	2	30.11	25	24	24	"	"	1	
8		"		2	30.11	25	24	25	"	"	2	
9		N by E 3/4 E	N E	1	30.11	26	24	25	"	"	0	
10		Various	"	1-2	30.11	25	24	24	"	"	1	
11		"	"	2	30.13	23	23	23	"	"	2	
Mid.		N W by W	"	2	30.14	22	22	23	"	"	6	

under the command of Lieutenant Commander F. M. Wise, U. S. Navy,

Monday January 6th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Under A.M. Clear and cold. Light Squall first half Light air to Moderate Breeze from N.W. by W.

J. B. Luby,
1st Lieutenant U.S.N.

From 4 to 8 A.M. Clear and Cold, Light Northerly air. Ebb tide. Moonlight.

R. A. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and cold, light N.W. by W. airs. Barometer nearly Steady. Received in Department Stores and Provisions as follows, 101 lbs Beef, 101 lbs Vegetables, 86 lbs Bread. Held Quarters for Inspection at 9.30. Rested in Sailing Launch, tore off Cat and fished and made preparations for Sling. Engaged in odd jobs about Ship. Hauled fires and boilers A.M. and P.M. at 10.30.

Wm. Nanney
Ensign U.S.N.

From Meridian to 8 P.M. Overcast to cloudy, cold and very hazy. Calm to light variable breeze. Ebb for last hour. Stood two miles about 7.30 when Sunning to ebb. Made preparations for Sea. U.S. Navy Tug "Wahneta" came alongside at 7.45 with the remains and Effects of the late Commander Lewis Nanny U.S.N. Called all hands and received the body on board of Tug, escorted from the gangway to the Cabin by the Officers of the Ship, half Masted Colors and Pennant. Lieutenant Commander Swan and Master read the Colors and Flood down the Potomac River. Navigator Commanding Ships Received, on Pay Department Stores as follows, 980 lbs Flour, 980 lbs Roast Beef, 470 lbs Corn Beef, 300 lbs Coffee, 1143 lbs Sugar, 200 lbs Tobacco, 1050 lbs Soap, 800 lbs Candles.

J. B. Luby,
1st Lieutenant U.S.N.

From 4 to 6 P.M. Cloudy, Wind and Cold, Light Airs from East. Barometer falling. Standing down Potomac River. At 5.30 called Running Lights and Sent Boat, Comfort, light Airs range. At 6.00 Boat Log reading 2 and 1/2 Course East. At 5.40 changed Course to N.N.E. At end of watch Variable Comfort light was about. Steam pressure 55, No inboard work.

W. B. Whittlesey
Lieutenant U.S.N.

From 6 to 8 P.M. Cloudy, hazy around horizon. Light Easterly breeze. By order of Commanding Officer changed Course to N.N.E. at 6.50. Boat Log reading 12 and 1/2 Called to Nav. Exam. Cal. Log 12 and 1/2 at 7.50 Lighted Binnacle and Wind mill pump lights, in port for those lights bearing N.W. by N. and N.W. by W. respectively, also Red and White Sidelights, Red Stern light, Range Lights and Anchor lights. Boat Log reading 2 at end of watch. Wind Stop light hoisted on foremast. Steam about 130 Knots and 2 miles. Under Steam alone hauled a Cast. Average Steam Pressure 55 lbs. Average Revolutions 135.

R. A. Tisdale
Ensign U.S.N.

Examined and found to be correct.

From 8 P.M. to Midnight. Overcast and Cold, light airs to light breeze from N.E. Head, barometer Under Steam alone Standing up Chesapeake Bay. Navigator Commanding. Set Red and White all light Steamer's Regulation Lights. Passed Cove Point Light Ship at 11.15 distant about 4 miles. At 11.35 made Navigator.
Course N. by W. Patent Log reading 53. Average Steam Pressure 55, Revolutions 145.

Wm. Nanney
Ensign U.S.N.

John Lubbard
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ships Name **Rate,**

Making passage from Yorktown Va. to Annapolis Maryland.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air: Dry Bulb.	TEMPERATURE. Air: Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	6	6	62.7	S.S.W.					30.42	25	25	23		o o m	Cirro Cumu	0	
2	6	5	68.5	Various	S E	2			30.42	25	25	23		"	"	0	
3	8	8	74.3	"	"	2			30.40	25	25	23		"	"	0	
4	9	3	83.1	S.S.W.	E by E	1			30.37	25	24	24		b o m	"	4	
5	7	7	90.2	S.S.W. by W.	"	2			30.35	25	24	24		"	"	3	
6	9	1	99.2	Various	"	1-2			30.33	25	25	25		"	"	3	
7	8	4	107.6	S.S.W.	"	2			30.32	25	25	25		"	"	1	
8			114.6	S.W. by E. to E.	"	3			30.34	26	25	25		"	"	1	
9				S.W. by W.	S.S.W.	2			30.35	26	28	25		"	"	1	
10						3			30.35	28	26	26		"	"	1	
11					S.S.E.	3			30.32	28	26	27		o c	"	0	
Noon.					"	2			30.28	29	26	27		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 9 tons, 1600 lbs.

Coal remaining on hand at Noon, 113 " 1367 "

P. M.														
1	S E by E	South	2		30.18	28	27	27	o c	Nim Cumu	0			
2	"	"	3		30.15	29	28	28	o c d	Nim	0			
3	"	"	2		30.14	29	28	29	"	"	0			
4	"	Calm	0		30.13	29	28	29	"	"	0			
5	"	"	0		30.09	29	29	29	"	"	0			
6	"	"	0		30.08	29	29	28	o c	"	0			
7	"	"	0		30.06	31	29	30	"	"	c			
8	"	"	0		30.05	32	30	30	"	"	c			
9	"	"	0		30.04	32	30	30	"	"	0			
10	"	"	0		30.06	32	30	30	"	"	0			
11	"	"	0		30.06	32	30	30	"	"	0			
Mid.	"	N W by W	0-1		30.05	33	30	30	"	"	0			

under the command of Lieutenant Commander F. M. Wise, U. S. Navy,

Tuesday January 14, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Middle AM

Overcast & cloudy and cold Light airs to light breeze from N E & E. Steering Courses N by W 1/2 W first 45 minutes, then various Courses under 2 Knots N by W 1/2 W until 2:40 when Cove Point Light bore N 1/2 E, Bay log reading 88. & changed Course to N by W 1/2 W. Under Steam alone. Passed two Steamers bound down the Bay two Steamers overtaken and passed us bound up the bay. Passed some small vessels & coasting schrs. Steam pressure 55.

J. B. Luby,
1st Lieutenant U.S.N.

From 4 to 8 AM

Weather cloudy and cold Light airs to gentle breeze from E by E. Barometer steady. at 7:00 Bloody Point Light was abeam patent log registering 18.4 Changed Course to N by E 3/4 E and stood up for Thomas Point Light. At 7:15 hauled on both and ran at slow speed till 7:30 when went ahead full speed heading in for Greenbury Point Light. At 8 commenced to slow off Bay Bridge Standing in for Annapolis. The Commanding Officer and Navigator at Bay Bridge. Steam pressure 55, Revolutions 45.

W. B. Whittlesey
2nd Lieutenant U.S.M.

From 8 AM to Meridian

Generally overcast and cloudy light airs from all ends of watch. At 8 made Ship number which was answered by U.S.S. Newport U.S.N. Academy. At 8:15 came to with Starboard anchor in 3 1/2 fathoms water. Hauled off Steam launches. At 8:45 Surgeon made General Signal No 3056 called all hands up anchor, got up anchor at 9 and at 9:15 Steamed ahead into harbor, going alongside of Naval Academy wharf, veering out and hauling up port anchor twice while ranging in. 2nd Morning Between 10 and 11 o'clock A.M. 11.58 Sent the remains of Ensign Andrew Bruce Kingsley U.S.N. to the Naval Academy chapel & Hauled up the pennant. Ocrs in harbor.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 PM

Cloudy snowy and cold Light to E by E breeze to calm. Barometer falling. Pay Director & Schmidt Inspected account of Paymaster.

A. Mason
Ensign U.S.N.

From 4 to 8 PM

Overcast and cloudy occasional snow flurries. Calm Received visits from a number of Officers of the Naval Academy

R. D. Tisdale
Ensign U.S.N.

From 8 PM to Midnight

Overcast and cold, Calm Barometer rising fast

L. M. Mason
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES "Ship "Erie" **Rate,**

Moored to Naval Academy Wharf, Annapolis Maryland

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.															Cum		
1				S Ely E	Calm	0			30.04	33	30	30		o'c	Nim	0	
2				"	"	0			30.08	31	31	30		"	"	0	
3				"	E N E	1-2			30.10	32	31	30		"	"	0	
4				"	S E	1-3			30.11	32	31	30		"	"	0	
5				"	N N E	1-5			30.14	32	31	31		o o g	"	0	
6				"	"	1-4			30.16	31	30	30		fog	"	1	
7				"	N E by E	2			30.16	28	28	28		"	"	3	
8				"	N N E	4			30.17	27	27	27		"	Cum	4	
9				"	"	3-4			30.21	32	27	27		beam	"	8	
10				"	N E	3			30.22	32	27	27		"	"	8	
11				"	"	3			30.22	38	38	38		"	"	8	
Noon.				"	"	3			30.22	38	38	38		"	"	9	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 700 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, 1 tons, 1500 lbs.

Coal remaining on hand at Noon, 111 " 2107 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.				Moored to dock & heading S Ely													
1					E N E	3			30.21	35	34	33		beam	Cum	9	
2					"	3			30.21	32	36	39		"	"	9	
3					East	3			30.22	32	34	37		"	"	7	
4					"	2			30.23	31	33	35		"	"	4	
5					"	2			30.18	31	38	31		"	"	1	
6					"	1			30.18	30	32	30		"	"	1	
7					"	1			30.11	30	34	31		"	"	1	
8					"	1			30.12	34	34	31		"	"	1	
9					"	1			30.11	28	30	28		"	"	1	
10					"	1			30.08	29	28	27		beam	Cum	0	
11					"	1-2			30.08	28	27	27		"	"	0	
Mid.					"	1			30.06	28	27	26		"	"	0	

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Wednesday January 5th, 1876.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Meridian until 4 A.M. Overcast and cold. Calm first half. Light airs to light breeze from N.E. and E. last half.

J. B. Luby,
1st Lieutenant U.S.M.

From 4 to 8 A.M. Overcast to cloudy. Light airs to moderate breeze from N.E. Cold weather.

R. D. Tisdale
2d. Ensign U.S.N.

From 8 A.M. to Meridian. Clear cool pleasant weather. Fresh to moderate N. E. wind. At 10 said two companies of Apprentices under arms, an unarmed party of petty Officers and Seamen and body bearers and each of the Officers ordered by signal to attend the funeral Ceremonies of the late Commander Louis Kingsbury U.S.N. Half masted Colors with the Station. Seven minute guns were fired by the Station during the funeral.

John Hubbard
1st Lieutenant U.S.N.

From Meridian to 4 P.M. Clear and cold at first getting cloudy towards end. Light to gentle breeze from E. E.N.E. and E.S.E. At 2 P.M. funeral party returned. Ensign Tisdale U.S.N. left the Ship on one days leave of absence. Assistant Paymaster M. M. Rodney U.S.N. left the Ship on six days leave of absence. Sent liberty party of men on shore.

J. B. Luby
1st Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy and cold, light breeze to light airs from East. Barometer falling.

L. M. Nauman
Ensign U.S.N.

From 8 P.M. to Midnight. Cloudy to overcast. Light airs to light breeze from East.

J. B. Luby
1st Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES "Ship Essex" This Rate,

Moored to Naval Academy Wharf Annapolis Maryland.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stations Ths Sea
A. M.				Moored to Dock													
1				S E by S	E by E	2			30.06	30	28	27		b c	Cum	0	
2				"	"	2			30.08	38	26	27		"	"	0	
3				"	East	2			30.00	30	27	25		"	"	0	
4				"	S E	2			30.00	30	26	25		"	"	8	
5				"	"	2			29.97	29	27	27		"	"	7	
6				"	"	1			29.95	29	27	27		"	"	8	
7				"	East	1			29.93	29	27	27		b c m	"	4	
8				"	S E	1			29.93	29	27	27		"	"	2	
9				"	"	0-1			29.94	31	29	28		"	"	2	
10				"	"	1			29.96	32	30	29		b c	"	0	
11				"	"	1			29.95	32	30	29		"	"	0	
Noon.				"	East	1			29.92	33	32	31		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "
Longitude by D. R. ° ' "
Latitude by observations of ⊙ ° ' "
Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.
Water Received during the preceding 24 hours, 2100 "
Water remaining on hand fit for use at Noon, 2400 "
Coal consumed during the preceding 24 hours, 2 tons, 960 lbs.
Coal remaining on hand at Noon, 109 " 1141 "

P. M.													
1		S E by S	E S E	0-1	29.89	33	32	31		b c	Cum Mist	0	
2		"		1	29.89	33	32	31		"	"	0	
3		"	Calm	0	29.87	33	32	31		"	"	0	
4		"	S E	1	29.87	33	33	32		"	"	0	
5		"	"	0-1	29.87	32	32	31		"	"	0	
6		"	"	0-1	29.91	31	32	31		"	"	0	
7		"	"	0-1	29.92	34	34	32		"	"	0	
8		"	Calm	0	29.94	34	34	32		"	"	0	
9		"	"	0	29.99	36	32	32		"	"	0	
10		"	"	0	29.98	36	32	33		"	"	0	
11		"	"	0	29.96	36	34	32		"	"	0	
Mid.		"	"	0	29.96	36	34	32		"	"	0	

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Thursday, January 9th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather Cloudy, clearing toward end of watch. Light breze from E.N.E. to S.E. Barometer falling.

W B Whittlesey
1st Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy and Cold, light breze from S.E. to light airs from East. Barometer falling.

L. M. Nouse
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy to overcast and Cold. Calm to light airs from S.E. and East. At 9.30 Mustered and inspected crew at quarters. J.L. Ellsworth (Cox) absent 10 minutes at 10 A.M. Martin (Coal) returned from leave. By order of the Commanding Officer, A.M. Fahey (Asp 3 class) was confined for 7 days Solitary Confinement on Bread and water. Offence highly disrespectful to Officers of the Deck.

J. B. Luby
1st Lieutenant U.S.N.

From Meridian to 4 P.M. Weather Overcast and cloudy. Calm to light airs from E.S.E. to N.E. Barometer falling.

W B Whittlesey
1st Lieutenant U.S.N.

From 4 to 8 P.M. Overcast. Calm to light airs from N.E. Liberty party of men went on Shore

J. B. Luby
1st Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather Overcast and cloudy. Calm. Barometer falling. Fires for heating Ship.

W B Whittlesey
1st Lieutenant U.S.N.

Examined and found to be correct.

John Lockwood
Lieutenant U.S.N. Navigator.

4-95

LOG of the UNITED STATES Ship Essex Ship Rate,

Moored to Naval Academy Wharf, Annapolis, Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Drift of Current Sea, in Miles.	Stations Hin Sea
A. M.																	
1				S E by S	Variable	0-1			29.91	36	34	32		○ ☾	Cirro Cumu		0
2				"	N W	1			29.91	37	35	34		"	"		0
3				"	"	1			29.91	37	35	34		☾ ○	"		6
4				"	"	1			29.91	36	35	34		"	"		5
5				"	"	0-1			29.99	36	34	34		"	"		6
6				"	"	0-1			29.99	36	35	35		"	Cirro Cumu		8
7				"	N N E	0-1			29.91	33	32	32		"	Cirro Cumu		7
8				"	"	0-1			29.91	32	32	32		"	"		7
9				"	"	1			29.99	34	34	33		"	"		0
10				"	"	1			30.05	34	34	33		"	"		0
11				"	"	1			30.07	35	34	33		"	"		0
Noon.				"	N N W	2			30.10	36	35	34		"	"		2

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "
Longitude by D. R. ° ' "
Latitude by observations of ⊙ ° ' "
Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 1800 "
Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.
Coal remaining on hand at Noon, 117 " 2227 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Drift of Current Sea, in Miles.	Stations Hin Sea
P. M.																	
1				S E by S	N W	2-1			30.09	37	35	35		b e	Cu Cumu		1
2				"	"	2-1			30.05	41	36	36		"	"		5
3				"	North	1-0			30.05	40	36	32		"	"		1
4				"	N N E	1-0			30.05	39	34	32		"	"		4
5				"	"	1			30.05	37	35	30		"	"		3
6				"	"	1			30.05	36	35	30		"	"		4
7				"	"	1			30.10	35	32	29		"	"		1
8				"	"	1			30.11	35	32	29		"	"		1
9				"	"	1			30.11	35	32	30		"	"		0
10				"	"	1-2			30.11	35	32	30		b e m	"		0
11				"	"	1-2			30.11	35	32	30		"	"		0
Mid.				"	"	2			30.11	35	31	29		"	"		0

under the command of Capt. Commander Frederick M. Wise, U. S. Navy,

Friday January 10th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M. Overcast to cloudy and fair. Light variable airs from N. W.

R. D. Tisdale
2d Lt. Ensign U.S.N.

From 4 to 8 A.M. Clear and cool. Calm to light airs from N.N.W. first half. Then from N.N.E. Loosed sail to dry. Carried out morning orders. Received on Provision Department 127 lbs fresh beef, 307 lbs vegetables and 8 lbs bread. Twenty men returned.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather cloudy. Light airs to light breeze from N.N.E. to N.W. Barometer 30.07. Lieut. J. N. Jordan U.S.N. reported his return from leave and Chief Engineer J. H. Leighnis U.S.N. was granted leave of absence for one month. Wm. Budd (Ska) was brought on board by a file of Marines for attempting to leave the yard. By order of the Commandant Officer he was placed under charge of Master at Arms awaiting confinement for three days on bread and water for leaving ship without permission. Sailed and ambent sail. Furling the square sails. Coal house ashore. Fires for heating ship on deck.

W. B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear to fair and cool. Light breeze and airs from N.W. and North. Sent liberty party of 1st watch ashore. Navigator in session. Fired small arm target practice at the Admiralty Coal Storing Grounds.

R. D. Tisdale
1st Ensign U.S.N.

From 4 to 8 P.M. Weather cloudy. Light airs from N.N.E. Barometer rising. The Navigator with firing party returned from target practice, heading expended in Ordnance Department 110 rounds small arm ammunition.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Cloudy to overcast. Light N.N.E. airs.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Huttard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tithes.	Stations' Ths-Sea
A. M.				SEbyS	NNE	1-0			30.14	35	31	29		0 0 m	Nim. Cum	0	
1				"	"	2-1			30.14	33	30	27		fc	"	3	
2				"	"	2-1			30.14	34	27	26		"	"	6	
3				"	"	1			30.16	35	28	27		"	"	3	
4				"	"	0-1			30.17	35	26	26		"	"	4	
5				"	Calm	0			30.17	35	26	26		"	"	4	
6				"	"	0			30.17	36	27	27		"	"	5	
7				"	North	0-1			30.20	35	28	28		0 0 m	"	0	
8				"	NNW	0-1			30.21	35	28	28		"	"	0	
9				"	NNE	2			30.24	35	28	28		"	"	0	
10				"	"	2			30.24	35	31	29		0 0 m	"	2	
11				"	NNW	2			30.23	38	33	30		-	"	5	
Noon.																	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 186 " 1067 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tithes.	Stations' Ths-Sea
P. M.				SEbyS	NW	1			30.21	41	34	32		fc	Cum	6	
1				"	SEbyS	1			30.20	40	33	33		"	"	6	
2				"	"	1			30.18	39	36	33		"	"	6	
3				"	"	1			30.17	38	34	32		"	"	7	
4				"	Calm	0			30.17	37	33	32		"	"	7	
5				"	"	0			30.17	36	32	31		"	"	6	
6				"	"	0			30.18	35	29	28		"	"	8	
7				"	"	0			30.18	34	28	27		"	"	9	
8				"	"	0			30.18	33	27	26		"	"	8	
9				"	"	0			30.16	33	26	25		"	"	8	
10				"	"	0			30.16	31	26	25		"	"	9	
11				"	"	0			30.16	31	26	25		"	"	8	
Mid.																	

under the command of Commander Frederick M Weir, U. S. Navy,

Saturday January 11th, 1876.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A M Cloudy and Cold. Steady barometer; light breeze from N E to Calm.

L. M. Nanney
Ensign U.S.N.

From 4 to 8 A M Weather Cloudy, Calm to light airs from North. Barometer rising. Received on Department Stores and Accounts 107 Pkgs Beef 10,720 lbs Pork 1,000 lbs Bread 5,000 lbs Bread. T. Glennie Ship Steward Mate, Case given 48 hours leave.

From 8 A M to Meridian Overcast Cloudy to fair cool weather. Light breeze from N E to N W by W. Hands employed Cleaning ship. Received on board Lieut J. L. Zeby U.S.N. left the Ship on 6 days leave of absence. J A Blair (Boy's Mate) returned from leave. Engaged in cleaning up Ship. Forward Powder Division and part of Waist Division were sent to U.S. Naval Rooms Gosport to have out small arm target practice. Received visits from several Officers of the Navy. At 11 A.M. By order of Commanding Officer released from Confinement A. M. Stiles, Apr 3 Class and placed in Solitary Confinement for 3 days on Bread and water. Wm Budd Sentinel for leaving Ship without permission.

W R Whittredge
Lieutenant U.S.N.

R D Tisdale
Ensign U.S.N.

From Meridian to 4 P M Cloudy Clearing at one o'clock to fair weather. Light airs from N W to S E by E. Barometer falling. Sent about forty (40) Starboard watch on Shore. At 12 Noon Carpenter Apr 3 Class returned to Ship and was placed under charge of Master at Arms. The following men went on Liberty T. Perry (Bm 2 cl) Ellsworth (Cox) Barata (Ship's cook) Anderson M, (Bm 2 cl) Matsen J. Sm M. P. Spengel (P. 2 cl).

L. M. Nanney
Ensign U.S.N.

From 4 to 8 P M Clear and Calm. Placed R. Carpenter 3d Class Apr in double irons for safe keeping

R D Tisdale
Ensign U.S.N.

From 8 P M to Midnight Clear and Cold. Calm. Steady barometer.

L. M. Nanney
Ensign U.S.N.

Examined and found to be correct.

John Kittford
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Third **Rate,**

Moored to Naval Academy Harf Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
A. M.				SEby S	NW	0-1			30.12	31	24	24		b c	Cum	9	
1				"	NE	0-1			30.12	31	25	25		"	"	9	
2				"	NW	0-1			30.11	31	25	25		"	"	9	
3				"	SbyE	2			30.01	30	27	27		"	"	9	
4				"	W	0-1			30.05	30	27	27		"	"	9	
5				"	ESE	3			30.03	30	28	28		"	"	8	
6				"	"	2-3			30.07	30	29	29		"	"	9	
7				"	SSE	3			30.00	32	30	29		"	Str Cum	3	
8				"	South	3			29.99	34	33	31		"	"	2	
9				"	"	2			29.98	35	35	33		"	"	3	
10				"	SW	3			29.96	41	39	37		"	"	6	
11				"	SW	3			29.93	47	41	38		"	"	4	
Noon.																	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 104 " 2147 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
P. M.																	
1				SEbyE	South	2			29.92	40	40	37		f c m	Cum Strat	0	
2				"	"	2			29.89	40	40	37		f c m	"	3	
3				"	"	2			29.89	40	40	37		"	"	4	
4				"	"	2			29.88	40	40	37		"	"	4	
5				"	"	1			29.90	40	37	35		"	"	4	
6				"	NW	1			29.91	38	34	33		"	"	3	
7				"	Calm	0			29.92	39	34	36		"	"	2	
8				"	"	0			29.95	37	32	31		"	"	5	
9				"	"	0			29.96	36	30	30		f c	"	8	
10				"	"	0			29.98	34	28	28		"	"	9	
11				"	"	0			29.99	34	28	28		"	"	9	
Mid.				"	"	0			29.99	34	28	28		"	"	9	

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Sunday, January 19th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and Cold. Calm and light variable airs. Barometer falling

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M. Clear to fair and Cold. Calm and light to gentle breeze from S.S.E. to S.S.E. Received in Pay Department Provisions, 105 lbs Beef, 105 lbs Vegetables, 84 lbs Bread.

R. D. Tisdale
P.A. Engineer U.S.N.

From 8 A.M. to Meridian. Fair to cloudy and Cool. Gentle breeze from South to W. Barometer falling. Had quarters for inspection Sat 9.30 and Sent Apprentices to Church.

L. M. Nance
Ensign U.S.N.

From Meridian to 4 P.M. Cloudy, Hazy, and Cool. Light breeze from South. Barometer falling then rising.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and Calm, overcast first hour. Barometer rising first half. Steady last half.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Midnight. Clear, Cold, and Frosty. Calm. Barometer rising then Steady.

J. W. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" Third **Rate,**

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	Stations of the Sun
A. M.																	
1				SE by E	Calm	0			29.99	33	38	27		b c	Cirr Cum	9	
2				"	"	0			29.99	33	27	27		"	"	7	
3				"	W NW	1			30.07	33	27	27		"	"	3	
4				"	"	1			30.03	33	27	27		"	"	3	
5				"	"	0-1			30.06	37	32	30		"	Cum	4	
6				"	Calm	0			30.06	37	33	30		"	"	8	
7				"	NW	0-1			30.10	37	32	30		"	Cirr	8	
8				"	"	0-1			30.17	38	34	32		"	"	8	
9				"	NE	1			30.16	44	35	33		"	"	5	
10				"	"	1			30.18	46	35	32		"	"	6	
11				"	"	2			30.16	41	36	32		"	"	4	
Noon.				"	ENE	2			30.12	40	36	32		"	"	4	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 506 gallons.
Water Rejected during the preceding 24 hours, 2800 "
Water remaining on hand fit for use at Noon, 3600 "
Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.
Coal remaining on hand at Noon, 103 " 1667 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	Stations of the Sun
P. M.																	
1				SE by E	E by E	0-1			30.09	39	39	38		b c	Cum Nim	2	
2				"	"	0-1			30.08	39	39	38		"	"	1	
3				"	"	0-1			30.09	39	38	36		o c q	"	0	
4				"	"	0-1			30.09	39	37	34		"	"	0	
5				"	"	0-1			30.08	39	37	34		o c	"	0	
6				"	"	1-0			30.08	37	34	33		b c	"	3	
7				"	Calm	0			30.10	39	34	33		o c	"	0	
8				"	"	0			30.11	39	34	33		b c	"	8	
9				"	"	0			30.10	37	33	31		"	"	7	
10				"	"	0			30.10	37	31	30		"	"	7	
11				"	NW	0-1			30.10	36	28	27		"	"	7	
Mid.				"	"	1			30.10	36	28	27		"	"	8	

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Monday, January 13th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M. Clear. Calm to light airs from W.N.W. Barometer rising.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Fair. Cool and hazy. Calm to light N.W.ly airs. Barometer rising. Received on Department supplies and account fresh provisions as follows, 84 lbs. bread, 105 lbs. beef, 105 lbs. vegetables. Bibeltes parties returned.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meridian. Fair and cool. Light airs to light breeze from N.E. to E.N.E. Barometer rising then falling. First Battalion to parade ground of Naval Academy and exercised at drill.

J. H. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy. Light airs from E. by E. Barometer steady. Starboard watch of Second Division had rifle target practice at Proving Ground, expending in Ordnance Department 220 pounds of Cartridges, small arm Ammunition.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy and cool. Clearing later part of watch. Light airs from E. by E. & calm. Barometer rising.

J. H. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather clear. Calm to light airs from N.W. Barometer steady.

W.B.W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-205

LOG of the UNITED STATES Ship's Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Hrds.	State of the Sea
A. M.																	
1				S by E	NW	2			30.12	36	30	24		b c	Cu	9	
2				"	"	1			30.12	36	30	24		"	"	9	
3				"	Calm	0			30.14	34	26	26		"	"	7	
4				"	"	0			30.12	32	28	26		"	"	7	
5				"	"	0			30.16	33	25	25		"	"	8	
6				"	NW	0-1			30.18	34	26	26		"	"	8	
7				"	WNW	0-1			30.20	38	35	25		"	"	8	
8				"	"	0-1			30.22	37	24	24		"	"	8	
9				"	"	2-3			30.28	37	28	25		"	"	8	
10				"	NW	4-0			30.32	41	29	27		b c q	"	8	
11				"	"	5-6			30.32	41	29	27		"	"	8	
Noon.				"	"	5-6			30.32	41	30	29		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at Noon, 102 " 1189 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Hrds.	State of the Sea
P. M.																	
1				SE by E	NW	6			30.31	38	31	29		b c q	Cu	6	
2				"	"	6			30.30	37	31	29		"	"	6	
3				"	"	6			30.32	37	31	30		"	"	6	
4				"	"	6			30.32	36	31	30		"	"	6	
5				"	"	4-5			30.32	36	29	29		"	"	8	
6				"	"	3-2			30.30	33	28	27		"	"	7	
7				"	"	3			30.28	33	27	27		b c	"	9	
8				"	"	2			30.30	32	25	25		"	"	9	
9				"	"	1-0			30.29	31	26	25		"	"	8	
10				"	"	1-0			30.31	31	24	23		"	"	9	
11				"	"	1-0			30.31	30	23	23		"	"	9	
Mid.				"	"	1-0			30.32	29	22	23		"	"	7	

under the command of Lieut Commander Frederick M Wise, U. S. Navy,

Wednesday January 1st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and Cold. Generally Calm.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Clear and Cold. Calm and light W'ly airs. Barometer rising. Received on board on Pay Department 105 lbs Each fresh Beef & Vegetables and 24 lb. fresh Bread. for use of Crew.

J. Forder
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather Clear and Cold. Light airs varying to fresh breeze from W.N.W. to N.W. Barometer Steady. Port watch of Island Division had rifle target practice at Government Proving Grounds. Expended on Ordnance Department 180 rounds 45 Cal Small Arm Ammunition. At 9.30 Answered Crew at quarters. Third and Powder Division relieved at Sub Caliber Practice with 6 Pdr Hotchkiss. Wm Budd (Sea) was released from Confinement by order of Commanding Officer, his term of Confinement having Expired.

W.B.W. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear and Cold. Stiff N.W. by W. breeze. Third Division had quarterly rifle target practice after Sub Naval proving Ground.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Weather clear. Moderate to light N.W. breeze from N.W. Barometer rising

W.B.W. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Clear. Cold weather. Calm, and light N.W. by W. airs.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" This Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. at Noon.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				SE by S	NW	3			30.43	79	23	23		fc			
2				"	"	2			30.44	78	22	22		"			
3				"	"	2			30.44	77	22	22		"			
4				"	"	2			30.44	27	22	22		"			
5				"	"	2			30.44	38	22	22		"			
6				"	"	1-2			30.44	78	22	22		"			
7				"	WNW	2			30.46	27	21	21		"			
8				"	"	2			30.48	28	20	20		"			
9				"	NNW	2			30.49	38	21	21		"			
10				"	"	2			30.53	40	28	25		"			
11				"	"	2-3			30.55	43	31	28		"			
Noon.				"	"	3			30.54	42	31	27		"			

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at Noon, 101 " 707 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. at Noon.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				SE by E	NW	2			30.50	41	33	33		fc	Cum Strat	1	
2				"	"	2			30.48	39	34	33		"	"	1	
3				"	"	2			30.48	39	34	34		"	"	1	
4				"	"	2			30.48	39	34	34		"	"	1	
5				"	"	2			30.48	38	33	33		"	"	1	
6				"	"	0			30.47	37	30	30		"	"	8	
7				"	Calm	0-1			30.47	34	27	27		"	"	8	
8				"	WNW	0-1			30.47	33	27	27		"	"	8	
9				"	"	0-1			30.49	33	27	27		"	"	8	
10				"	"	0-1			30.50	32	25	25		"	"	8	
11				"	"	0-1			30.50	32	24	24		"	"	9	
Mid.				"	"	0-1			30.49	31	23	23		"	"	9	

4—20

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Wednesday January 15th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced Unbent H. & M. Clear and cold. Gentle to light breeze from N.W. Steady Barometer.

L.M. Name
Ens. U.S.N.

From 4 to 8 A.M. Weather clear. Light breeze from N.W. to W.N.W. Barometer rising. Received on Department of Supplies and accounts, 105 lbs Beef, 105 lbs Vegetables and Ice.

W.T. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear and Cold. Gentle breeze from W.N.W. to N.N.W. Third Division had Hodgson target practice and Engineers, Division Officer and Juniors practice at the old Naval Proving Grounds. Sail and Powder Divisions were exercised on Gymnastics at the gymnasium U.S. Naval Academy.

R.D. Tisdale
Ens. U.S.N.

From Meridian to 4 P.M. Clear and Cold. Steady barometer. Light breeze from N.W.

L.M. Name
Ens. U.S.N.

From 4 to 8 P.M. Clear. Gentle breeze to light airs from N.W. and calm.

R.D. Tisdale
Ens. U.S.N.

From 8 P.M. to Midnight. Clear and Cold. Calm to light airs from N.W. Steady Barometer.

L.M. Name
Ens. U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Essex" Third Rate,

Moored to Naval Academy Wharf Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Hdths.	State of the Sea.
A. M.																	
1				SE by E	WNW	0-1			30.46	30	24	24		fc	Cirr Mint	2	
2				"		0-1			30.46	30	24	24		"	"	2	
3				"	ENE	1			30.46	30	26	26		"	"	4	
4				"	"	0-1			30.46	30	26	26		bcd	"	4	
5				"	"	0-1			30.46	29	26	26		fc	"	5	
6				"	"	0-1			30.46	29	26	26		"	"	5	
7				"	East	1			30.46	28	25	25		"	Str Cum	5	
8				"	ESE	1-2			30.46	29	26	26		"	"	4	
9				"	"	2			30.48	34	28	28		"	"	5	
10				"	"	2			30.51	42	31	31		"	"	6	
11				"	"	1			30.50	43	34	34		"	"	6	
Noon.				"	"	2			30.46	40	36	36		"	"	6	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 99 " 1787 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Hdths.	State of the Sea.
P. M.																	
1				SE by S	SE	1-0			30.43	39	35	35		fc	Cirr	8	
2				ESE	SSE	1-2			30.36	39	35	32		"	"	6	
3				Morning Slips	"	1-2			30.34	39	35	32		"	"	6	
4				"	"	1-2			30.33	38	34	31		"	"	7	
5				NE by E 1/2 E	"	1-2			30.33	38	34	32		"	"	6	
6				"	"	1-2			30.33	38	33	31		"	"	4	
7				"	"	1-2			30.33	37	33	31		"	"	4	
8				"	"	1			30.32	37	33	31		"	"	1	
9				"	Calm	0			30.30	37	31	30		"	"	1	
10				"	"	0			30.32	35	31	30		"	"	8	
11				"	"	0			30.28	35	33	28		"	"	7	
Mid.				"	"	0			30.28	34	27	27		"	"	7	

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Thursday, January 16th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair and Cold. Calm and light airs from W.N.W. and E. & E. Barometer Steady.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M. Fair and Cold. Calm and light Easterly and E.S.E. airs and Pleasant. Received on Department of Supplies and Accounts for issue to Crew following fresh provisions 105 lbs Beef, 105 lbs Vegetables, 84 lb Bread. G. Perry (Ord. 2d Class) returned aboard 7 hours overtime.

R. D. Tisdale
Ens. U.S.N.

From 8 A.M. to Meridian Fair and Cool. Light breeze to light airs from E.S.E. Barometer falling. Exercised Apprentices in Gymnasium and Continued Small Arm target practice.

Lt. & Manney
Ensign U.S.N.

From Meridian to 4 P.M. Fair and Cool. Light air to light breeze from S. E. to S.S.E. Barometer falling. Shifted from N.E. by N. W. Side of dock & Secured head moorings (Chain) to port bow and 9 shackles, Chain Astern on Starboard bow and 9 shackles and Chain spring from Mizzen Chain forward.

J. H. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Fair and Cool, light airs to light breeze from S.S.E. Steady barometer. Called and fished Port Anchor. Naval Cadets of Signal Division inspected machinery and boilers.

L. M. Manney
Ensign U.S.N.

From 8 P.M. to Midnight Clear and Cold. Calm. Barometer falling then steady.

J. H. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" Rate,

Moored to Naval Academy Wharf Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea
A. M.																	
1				E b E	Calm	0			30.21	35	29	27		Fog	Cum	9	
2				"	"	0			30.25	34	29	27		"	"	9	
3				"	"	0			30.27	34	29	27		"	"	8	
4				"	"	0			30.28	34	28	26		"	"	9	
5				"	"	0			30.19	34	30	30		"	Cu St	8	
6				"	Variable	0-1			30.18	33	30	30		"	"	8	
7				"	N E	1			30.17	34	31	31		"	Cum	8	
8				"	"	1			30.11	36	32	32		D. C.	Mucl	0	
9				"	"	1			30.16	36	32	32		"	"	0	
10				"	"	2-3			30.15	36	32	32		"	"	0	
11				"	"	2			30.10	37	32	32		"	"	0	
Noon.				"	"	2			30.18	37	32	32		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M. Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1109 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 98 - 675 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea
P. M.																	
1				E b E	N E	2			30.10	40	40	36		rain	Cum	0	
2				"	"	2			30.09	41	40	36		"	"	0	
3				"	N N E	3			30.08	41	40	35		"	"	0	
4				"	"	4			30.08	41	40	35		"	"	0	
5				"	"	4			30.07	40	39	35		"	"	0	
6				"	"	4			30.06	41	39	35		"	"	0	
7				"	"	4			30.08	40	39	35		"	"	0	
8				"	"	4			30.09	39	39	33		"	"	0	
9				"	"	4.5			30.10	38	36	32		"	"	8	
10				"	"	4.5			30.12	38	34	34		fog	"	7	
11				"	"	4.5			30.12	37	34	34		"	"	8	
Mid.				"	"	3			30.10	36	34	34		"	"	8	

under the command of Lieut Commander Frederick M. Wise, U. S. Navy,

Friday, January 17th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 P.M. Weather clear. Calm. Barometer falling.

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Clear and cold to overcast. Calm to light airs from N.W.E. Received on Department of Supplies and Account fresh provisions as follows: 105 lbs. beef, 105 lbs. vegetables & 8 lbs. head. Liberty men returned. Came up moorings & moved ship to Second quay way

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meridian. Overcast and threatening snow. Light airs to gentle breze from N.W.E. Barometer falling. Navigator Division went to proving ground for target practice. Send Apprentices to Naval Academy gymnasium for instruction and exercise.

J. W. Jordan.
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy. Light to moderate breze from N.E. to E.N.E. Barometer falling. Port boats of Apprentices were given liberty. Chief Engineer C. J. Ketchum U.S.N. and Lieut. F. Luby U.S.N. upon their return from leave. At 1.45 the U.S.S. Enterprise changed mooring with the U.S.S. Santee, and came in harbor, steaming alongside wharf, ahead of the Vessel

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast, cloudy and misty. Moderate breze from N.W.E. Barometer falling, then rising. Got a spar over from wharf to muzzle chains and a chain mooring from wharf to starboard bow.

J. W. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather cloudy, clearing during watch. Stiff to gentle breze from N.W.E. Barometer steady.

W. B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" This Rate,

Moored to Naval Academy Wharf Annapolis Md

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Forces.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	Standard Time Sun
A. M.																	
1				E by E	NNW	4			30.09	37	32	31		b c	Cum Str	8	
2				"	"	4			30.09	37	32	30		"	"	9	
3				"	"	4			30.09	37	32	30		"	"	9	
4				"	"	4			30.09	36	31	30		"	"	9	
5				"	"	3			30.09	36	30	30		"	"	8	
6				"	"	2			30.09	36	30	30		"	"	8	
7				"	"	3			30.10	35	29	29		"	"	6	
8				"	"	3			30.11	34	29	29		"	"	6	
9				"	"	1-3			30.12	35	32	30		"	"	7	
10				"	"	2			30.18	37	32	30		"	"	6	
11				"	"	1-2			30.15	39	35	32		"	"	7	
Noon.				"	North	1			30.14	41	37	35		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon :
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 600 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 96 " 1107 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Forces.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	Standard Time Sun
P. M.																	
1				E by E	N by E	1			30.10	43	37	35		b c m	Cum Str	8	
2				"	"	1			30.09	43	37	35		"	"	8	
3				"		0-1			30.09	44	37	35		"	"	8	
4				"	S by E	1			30.16	43	37	35		"	"	9	
5				"	SE	0-1			30.05	42	38	36		"	"	7	
6				"	"	0-1			30.05	41	36	35		"	"	6	
7				"	"	0-1			30.05	41	36	34		"	"	4	
8				"	Variable	0-1			30.05	39	34	33		"	"	4	
9				"	Calm	0			30.05	40	35	34		"	"	6	
10				"	SE	1			30.04	39	36	34		"	"	2	
11				"	"	2			30.04	38	35	34		b c	Cum Nim	0	
Mid.				"	SSE	2			30.04	38	35	34		"	"	0	

under the command of Capt. Commander Frederick M Wise, U. S. Navy,

Saturday, January 18th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and Cool. Moderate breeze from N.W.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Clear and Cold. Light to gentle breeze from N.W. Barometer Steady then rising. Received aboard on Pay Department 105 lbs Each fresh Beef and Vegetables and 84 lbs Bread. Pay Clerk W.O. Walendean U.S.N. left the Ship on three days leave of Absence.

J.H. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridian. Weather Clear and pleasant with gentle breeze to light airs from N.W. to North. Barometer Steady. At 9 a.m mustered Crew at Quarters then Called all hands to muster and published the Summary Court Martial Sentence of George Cumming, Chief Master at Arms, was reduced to B Master at Arms and Class and Duty, Seaman (Mr. Lee) was placed in Solitary Confinement in double irons on Bread and water for 5 days with a full ration every fifth day, in accordance with Sentence of Summary Court Martial. Had Egg inspection of Apprentices. Lieutenant John C. Hubbard U.S.N. reported his return from Leave.

W.B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear and Cool. Light N.E. & Variable Calm and light N.E. & Var. airs. Received visit from the Superintendent of the Naval Academy.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Weather fine. Calm to light airs from S.E. Barometer Steady. Received 3300 gallons fresh water in Eg equipment & part Meat.

W.B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight. Fair to overcast and Cloudy. Calm and light airs & breezes from S.E.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John C. Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" Thus Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Place of Cirro-Stratus in Globe.	State of the Sea.
A. M.																	
1				E N E	S S E	3			30.04	37	35	34		o c	Cum Strat	0	
2				"	"	3			30.04	37	36	34		"	"	0	
3				"	"	2			30.02	37	35	34		o c g	"	0	
4				"	"	1			30.02	37	35	34		"	"	0	
5				"	"	1			29.99	38	35	34		o c	"	0	
6				"	"	1			30.00	38	35	34		"	"	0	
7				"	"	0-1			30.01	38	34	33		o c m	"	0	
8				"	Calm	0			30.02	40	37	34		"	"	0	
9				"	S E	1			30.05	39	35	35		"	"	0	
10				"	"	1-0			30.06	39	36	36		"	"	0	
11				"	East	1-0			30.01	39	37	37		"	"	0	
Noon.				"	"	1-0			30.06	39	37	37		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, Nothing gallons.

Water Received during the preceding 24 hours, 7300 "

Water remaining on hand fit for use at Noon, 7500 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at Noon, 95 " 1220 "

P. M.																	
1				E N E	N E	1-0			30.03	39	38	37		r. c. s. m	Strat Cum	0	
2				"	East	1-0			30.02	38	38	37		"	"	0	
3				"	"	1-0			30.03	38	38	37		o c m	"	0	
4				"	Calm	0			30.04	38	38	37		"	"	0	
5				"	E N E	0-1			30.04	38	38	37		"	"	0	
6				"	"	0-1			30.04	38	38	37		"	"	0	
7				"	N N E	0-1			30.08	38	35	35		"	"	0	
8				"	Calm	0			30.11	37	35	35		o c m s	"	0	
9				"	"	0			30.10	37	35	35		"	"	0	
10				"	N N E	1			30.10	37	35	35		o c m	"	0	
11				"	"	2			30.10	37	35	35		"	"	0	
Mid.				"	North	2			30.10	37	35	35		o c m g	"	0	

under the command of Lieut. Commander Frederick M. Wise, U. S. Navy,

Sunday January 19th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 P.M. Overcast. Light airs and gentle breeze from S.S.E. Barometer nearly steady. Gloomy threatening weather.

L. McNamee
P.M. Ensign U.S.N.

4 to 8 A.M. Weather overcast and cloudy. Commencing to steer variable Course. At 6 O'Clock Called to light airs from S.S.E. Barometer steady. Received on Department of Supplies and Accounts 105 lbs beef 95 lbs vegetables, and 8 heads bread.

W.B. Whiteley
Lieutenant U.S.N.

8 A.M. to Meridian. Overcast. Cloudy and Cool. Snow and rain. Raw weather. Calms and light N.E. by E. and Easterly airs. Sent the Apprentices to attend Divine Service at the Naval Academy Chapel.

R.D. Tisdale
U.S.N. Ensign U.S.N.

Meridian to 4 P.M. Overcast, Showery and Misty, light N.E. by E. and E. by N. airs to Calms. Barometer steady.

L. McNamee
P.M. Ensign U.S.N.

4 to 8 P.M. Overcast, Cloudy and damp, light drizzling rain last hour. Calms and light N.E. airs.

R.D. Tisdale
U.S.N. Ensign U.S.N.

8 P.M. to Midnight. Overcast, Cloudy and Gloomy. Calms to light N by E breeze. Steady barometer.

L. McNamee
P.M. Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-20

LOG of the UNITED STATES — Ship "Essex" — Third Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				ENE	NNE	1-2			30.14	37	35	34		0 cg	Nim	0	
2				"	"	2			30.15	37	35	34		"	"	0	
3				"	North	1-3			30.15	37	35	34		"	"	0	
4				"	"	2-4			30.15	37	35	34		"	"	0	
5				"	"	1			30.15	38	34	33		0 cd	"	0	
6				"	"	1-5			30.16	37	34	33		0 cg	"	0	
7				"	NNE	2			30.17	37	34	33		0 c	"	0	
8				"	"	2			30.18	37	34	33		"	"	0	
9				"	ENE	2			30.18	37	34	33		0 cd	"	0	
10				"	"	2			30.18	37	34	33		"	"	0	
11				"	NE	2			30.19	37	34	33		"	"	0	
Noon.				"	"	2			30.20	40	35	34		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ☉ ° ' "
- Longitude by chronometer from Forenoon Observations of ☉ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ☉ observed at , ship's head ° '

Deviation of the Compass by Azimuth ☉ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at Noon, 94 " 147 "

P. M.																
1				ENE	NE	1-2			30.19	36	36	34		0 c	Nim	0	
2				"	"	1-2			30.19	37	35	34		"	"	0	
3				"	"	1			30.19	38	36	35		8 c	Cu Nim	2	
4				"	"	1			30.19	38	34	35		"	"	2	
5				"	"	0			30.18	36	34	35		"	"	2	
6				"	"	1			30.12	36	35	34		0 c	Cu Nim	0	
7				"	SSE	1			30.18	37	34	33		"	"	0	
8				"	"	0-1			30.18	37	33	32		"	"	0	
9				"	Calm	0			30.17	36	33	31		"	"	0	
10				"	"	0			30.18	36	32	31		"	"	0	
11				"	"	0			30.19	36	32	31		"	"	0	
Mid.				"	"	0			30.18	36	32	31		"	"	0	

under the command of Lieut. Commander Student L. M. Wise, U. S. Navy,

Monday January 20th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Overcast Cloudy and threatening. Light airs to moderate breeze from N W & N. Barometer Steady.

J. B. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M. Overcast Cloudy, damp, raw weather. Light Westerly to N E by E breeze. Squalls first part. Received on Pay Department for issue to crew following fresh provisions, 105 lbs Beef, 105 lbs vegetables, 84 lbs bread.

R. P. Tisdale
Asst. Engineer U.S.N.

From 8 A.M. to Meridian Overcast Cloudy and damp. Light breeze from E N E to N E Rising Barometer. Cleared fire and secured Divisions in Gymnasium and both Powder Divisions at Small arm target practice. Let fires die out on Boiler A and started fires under B.

L. M. Keaney
Asst. Engineer U.S.N.

From Meridian to 4 P.M. Cloudy weather. Light airs to light breeze from N E. Barometer Steady. Sent Navigators Division to Parade ground for target practice. 1st and 2nd Companies exercised at Skirmish drill.

J. B. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy to overcast cold. Calms to light N E by E airs. Falling barometer. By order of the Commanding Officer, Carpenters Apps 3rd Class were declared on double stone for 3 days for assaulting another Pleasure Boy in the Navy.

L. M. Keaney
Asst. Engineer U.S.N.

From 8 P.M. to Midnight Overcast Cloudy Cold. Calm. Barometer fluctuating.

J. B. Jordan
Lieutenant U.S.N.

Approved

L. M. Wise
Lieut. Commander U.S.N. Commanding.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship "Essex" Third Rate,

Moored to Naval Academy Wharf Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea.
A. M.																	
1				E. & E.	Calm	0			30.17	36	33	32		b c	Cu Cum	2	
2				"	"	0			30.17	36	32	31		"	"	2	
3				"	"	0			30.17	35	30	30		"	"	5	
4				"	"	0			30.17	35	31	31		"	"	6	
5				"	"	0			30.16	35	32	32		"	"	3	
6				"	"	0			30.16	35	32	32		"	"	2	
7				"	"	0			30.16	36	32	32		f c	Cu Cum	0	
8				"	"	0			30.17	36	33	32		"	"	0	
9				"	W N W	1-0			30.20	41	39	37		"	"	0	
10				"	Calm	0			30.21	39	34	33		"	"	0	
11				"	S E	0-1			30.21	39	35	34		"	"	0	
Noon.				"	W S W	0-1			30.19	39	36	35		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Latitude by observations of ⊙ ° ' "

Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M. Latitude by ° ' "

Longitude by ° ' "

Position at 8 P. M. Latitude by ° ' "

Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 2 tons, 450 lbs.

Coal remaining on hand at Noon, 92 " 297 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea.
P. M.																	
1				E N E	W N W	1-2			30.13	39	36	35		t c m	Cu Strat	2	
2				"	"	1			30.17	40	36	35		f c m	"	0	
3				"	E S E	1			30.16	39	36	35		"	"	0	
4				"	"	0-1			30.16	38	36	35		"	"	0	
5				"	"	0-1			30.17	38	35	34		t c m	"	2	
6				"	Calm	0			30.18	38	35	34		"	"	2	
7				"	"	0			30.18	38	35	34		f c m	"	0	
8				"	"	0			30.18	38	35	34		t c m	"	2	
9				"	"	0			30.18	36	32	32		"	"	6	
10				"	"	0			30.18	36	30	30		"	"	6	
11				"	"	0			30.18	36	30	29		"	"	6	
Mid.				"	"	6			30.19	35	30	29		"	"	6	

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday January 21st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A. M. Cloudy. Calm and Cool.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A. M. Cloudy to overcast. Calm steady barometer. Received in Department of Supplies and Accounts fresh provisions as follows, 105 lbs fresh Beef, 105 lbs Vegetables, 8 Heads Bread.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridian. Cloudy and threatening snow. Calm and light variable airs. Barometer rising then falling. At 9 A.M. mustered at quarters. Wm Budd Seaman absent without leave. At 11.00 Commander E. T. Strong U.S.N. reported on board and read his orders to command this Ship to the Officers and Crew. Afterwards inspected the Ship and Crew. Exercised Watch Gunnel Quarters without powder and Fire Quarters.

J. B. Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Cloudy to overcast. Cool and misty. Calm to light airs and light breeze from W.N.W. first half & from E.S.E. last half. Inspected Liberty Men at Heavy marching order and exercised at Small Arms. P.A. Surgeon C.B. Pitts U.S.N. and Ensign L. McNamee U.S.N. left the Ship on six days leave of absence. Wm Budd Seaman, was brought on board Ship by a Corporal and file of Marines belonging to the guard of the Station, he being drunk and 13 hours late from liberty.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy and Cold. Light airs from E.S.E. and Calm. Barometer steady.

J. B. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Fair, hazy and Calm, freezing last half.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
A. M.																	
1				E by E	Calm	0			30.19	35	30	29		b e m	Cum Strat	7	
2				"	N E	0-1			30.19	35	30	29		"	"	3	
3				"	Calm	0			30.18	34	30	30		o e m	"	0	
4				"	"	0			30.18	34	30	30		b e m	"	3	
5				"	"	0			30.20	35	31	31		b e	Strat Cum	7	
6				"	"	0			30.21	35	30	30		"	"	8	
7				"	"	0			30.22	35	30	30		o f			
8				"	E by N	1-2			30.22	33	31	31		o c f	Strat Cum	0	
9				"	Calm	0			30.24	37	33	32		"	"	0	
10				"	"	0			30.26	38	35	34		o c m	"	0	
11				"	S by E	1			30.26	38	37	36		"	"	0	
Noon.				"	Calm	0			30.26	38	38	37		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 90 " 1317 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea
P. M.																	
1				E N E	Calm	0			30.24	40	40	40		o c m	Strat Cum	0	
2				"	"	0			30.23	40	39	38		"	"	0	
3				"	N E	0-1			30.23	41	42	39		"	"	0	
4				"	E N E	0-1			30.23	41	41	39		b e	Cb Cum	2	
5				"	"	1			30.23	40	38	36		o c m	"	0	
6				"	"	1			30.23	39	38	36		"	"	0	
7				"	"	1-0			30.25	39	38	36		"	"	0	
8				"	Calm	0			30.27	40	36	35		b e m	"	2	
9				"	Variable	0-1			30.27	39	36	35		"	"	0	
10				"	E N E	1-2			30.27	39	36	35		o c m	"	0	
11				"	"	2-3			30.26	38	36	35		"	"	0	
Mid.				"	"	2-4			30.26	38	36	35		o c g	"	0	

under the command of Commander E. P. Lyon, U. S. Navy,

Wednesday, January 22nd, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Weather cloudy and misty. Calm. Barometer steady.

W. B. Whittlesey
Lieut. and Nav. U.S.N.

From 4 to 8 A.M. Clear and pleasant first part of watch, last part heavy frost. Calm and light airs to light breeze from E. by N. Carpenter fixing steam steering gear. Received on board in Pay Department, 105 lbs. Cabin fresh beef and vegetables and 84 lbs. fresh beef.

J. J. Gordon,
Lieut. and Nav. U.S.N.

From 8 A.M. to Meridian. Overcast with fog and mist. Calm to light airs from S.S.E. At 9.30 mustered and inspected crew at quarters. Drilled 1st Division gymnastics and small arms, 2nd Division fencing or sticks, 3rd Division boxers. Afterward Howard Fowler, Division gymnastics. By order of the Commanding Officer, Confined W. J. Smith, Apprentice 3rd class, for 5 days in double irons, Offender, Insolence to the Officer of the Deck and Edward R. Carpenter, Apprentice 3rd class, for term of Confinement during cruise.

J. C. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy. Calm to light airs from S.E. to E.N.E. Barometer steady. Apprentices at work mending their clothing.

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast to cloudy with thin haze. Light airs from E.N.E. first three hours, Calm last hour. Liberty party of men sent on shore.

J. C. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather overcast and cloudy. Light air to moderate breeze from E.N.E. Barometer steady.

W. B. Whittlesey
Lieut. and Nav. U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex 3rd Rate,

Moored to Skoal Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				E N E	N E	3-5			30.21	37	36	35		o c g q	Nim	0	
2				"	"	3-4			30.26	37	36	35		o c g	"	0	
3				"	"	2-4			30.24	37	36	35		"	"	0	
4				"	"	2-5			30.23	38	36	35		"	"	0	
5				"	"	2-4			30.21	37	37	35		"	"	0	
6				"	"	2-5			30.20	38	37	35		"	"	0	
7				"	"	2-4			30.20	38	37	36		o c g n	"	0	
8				"	"	2-4			30.20	38	36	35		"	"	0	
9				"	"	2			30.19	38	36	35		o c m g	"	0	
10				"	"	2-3			30.19	38	36	35		"	"	0	
11				"	E N E	2-3			30.18	40	39	38		"	"	0	
Noon.				"	"	2-4			30.18	40	40	40		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 89 " 217 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				E N E	E N E	4			30.12	42	41	41		o c u m	Cum Strat	0	
2				"	"	4-5			30.08	44	43	42		o c d g m	"	0	
3				"	E by N	4-5			30.08	44	43	42		"	"	0	
4				"	East	4-5			30.07	44	43	42		"	"	0	
5				"	"	4-5			30.06	44	43	42		o c d m	"	0	
6				"	E N E	4-5			30.06	44	42	42		"	"	0	
7				"	"	4-5			30.03	44	44	43		o c r g m	"	0	
8				"	"	4-5			29.99	45	44	43		"	"	0	
9				"	"	4-6			29.96	45	44	43		o c g v	Nim	0	
10				"	"	4-6			29.90	45	44	43		o c g p	"	0	
11				"	"	4-6			29.87	45	44	43		"	"	0	
Mid.				"	"	4-7			29.82	45	44	43		"	"	0	

under the command of Commander C. D. Sigsbee, U. S. Navy,

Thursday, January 23rd, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M. Overcast and cloudy, light rain first part of first hour. Gentle to stiff breeze in squalls from E.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Overcast with rain last half. Light to stiff breeze from N.E. Carried out morning orders. Last Pay Master's muster. Expiration of leave fifteen days leave from this date. Liberty men returned. Rec'd in Pay Department 8 lbs. Hard and 105 lbs. Vegetables.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian Weather overcast cloudy and rainy. Light to moderate breeze from N.E. to E.N.E. Barometer steady. At 9 o'clock sent the 2nd and 3rd Divisions to the gymnasium for exercise. Early Morning at 9 o'c. Received in Dept of Supplies and Accounts 105 lbs Veg.

W. B. Whittlesey
Lieutenant U.S.N.

From Meridian to 4 P.M. Overcast cloudy damp gloomy weather. Dizzling rain. Moderate and gentle E.N.E. to E. breeze. Apprentices scrubbed hammocks.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Weather overcast cloudy and rainy. Moderate to stiff breeze in squalls from East to E.N.E. Barometer falling. G. Miller (Machinist) returned from leave.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight Overcast cloudy and rainy moderate to very fresh breeze in squalls, gradually freshening, from E.N.E. Barometer falling rapidly.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—20

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.															Cum Strat		
1				E N E	E N E	5-9			29.76	46	45	45		0 c q		6	
2				"	"	5-9			29.71	46	45	45		"	"	0	
3				"	"	5-1			29.70	47	46	46		"	"	6	
4				"	E by N	3-6			29.65	47	46	46		"	"	6	
5				"	"	3-1			29.61	47	46	46		"	"	0	
6				"	"	2-5			29.58	47	47	47		0 c q	"	0	
7				"	"	2			29.61	47	47	47		0 c a f	"	0	
8				"	"	2-4			29.64	47	46	46		0 c q a f	"	0	
9				"	East	1-2			29.65	47	48	48		0 c f	"	0	
10				"	"	1-2			29.66	47	46	46		"	"	0	
11				"	E S E	1-2			29.60	47	46	46		"	"	6	
Noon.				"	N W	1			29.63	49	46	46		"	"	0	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at Noon, 87 " 1977 "

P. M.																	
1			E N E	S E	0-1			29.57	49	46	46		t c f	Cum Strat		2	
2			"	West	2-4			29.57	49	46	46		t c p m	"	"	3	
3			"	"	3-4			29.57	49	48	47		0 c m	"	"	0	
4			"	"	3			29.59	49	48	47		t c	"	"	4	
5			"	N by W	3			29.63	48	47	46		"	"	"	4	
6			"	N W	2			29.64	45	44	43		"	"	"	3	
7			"	N E	1-2			29.64	45	44	43		0 c m	"	"	0	
8			"	"	1			29.64	45	43	43		t c m	"	"	3	
9			"	"	1			29.70	45	43	42		0 c m	"	"	0	
10			"	Calm	0			29.72	46	44	43		0 c p m	"	"	1	
11			"	"	0			29.74	45	42	42		"	"	"	0	
Mid.			"	N W	0-1			29.76	43	41	41		0 c f	"	"	0	

under the command of Commander E. D. Taussig , U. S. Navy,

Friday January 3rd 96 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Overcast & cloudy, rainy and squally. Stiff breeze with heavy squalls from E.N.E. to E. & E. Barometer falling.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Weather overcast & cloudy and rainy, with thunder and lightning during last hour of watch. Light & stiff breeze from E. by S. Heavy squalls last hour. Barometer rising. Received in Department of Life Plus and Account 105th Regt. 105th Regt Rations and 8 Wks of Bread.

W. B. W. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Meridian Overcast & cloudy and thick fog. Light E. by S. & E. Variable and N.W. by W. Sent 1st and Powder Division of Apprentices for Gymnastic exercise at Naval Academy Gymnasium. Mem Sounded Hammocks. Lieut. Commander P.M. Wise U.S.N. left the Ship on 14 days leave of absence.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Foggy first part of watch. Clearing latter part. Calm to light airs from S.E. shifting to W. and increasing to a moderate breeze. Barometer steady then rising. Planted target and buoys for 1 Pdr boat practice.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy. Light airs and breezes from West to N.E. then to North.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight Overcast & cloudy, passing showers. First part of watch clearing slightly. Latter part of watch. Calm and light airs from N.E. and N.W. Barometer rising.

J. W. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—26

LOG of the UNITED STATES Ship Essex 3rd Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.
A. M.																
1				E N E	Calm	0			29.77	43	41	41		fem	Cum Strat	4
2				"	"	0			29.77	43	39	39		fcf	"	3
3				"	"	0			29.79	41	39	39		"	"	3
4				"	"	0			29.80	40	37	37		"	"	4
5				"	"	0			29.88	39	34	34		fem	Cum	6
6				"	"	0			29.89	40	36	36		"	Cum Strat	8
7				"	"	0			29.95	40	35	35		"	"	7
8				"	"	0			29.95	40	36	36		"	"	7
9				"	"	0			29.98	41	36	36		fc	Cum	7
10				"	N N W	1			30.01	41	42	40		"	"	7
11				"	"	2			30.02	46	44	41		"	"	8
Noon.				"	"	3			30.02	48	45	42		"	"	8

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "
Longitude by D. R. ° ' "
Latitude by observations of ⊙ ° ' "
Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at Noon, 500 "
Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.
Coal remaining on hand at Noon, 86 " 1817 "

P. M.																
1				E N E	N W	3			30.03	49	45	49		fc	Cu Cum	8
2				"	"	3			30.03	49	44	49		"	"	9
3				"	"	2 3			30.03	49	45	50		"	"	6
4				"	"	2 3			30.03	49	45	50		oc	"	0
5				"	"	2			30.03	49	50	45		"	"	0
6				"	"	2			30.04	49	46	43		"	"	0
7				"	"	2			30.06	49	46	43		"	"	0
8				"	N W	1-2			30.06	46	44	42		"	"	0
9				"	N E	1			30.09	45	41	40		oem	"	0
10				"	Calm	0			30.10	45	43	41		"	"	0
11				"	"	0			30.10	45	44	41		"	"	0
Mid.				"	"	0			30.11	44	43	41		"	"	0

under the command of Commander E. D. Taussig, U. S. Navy,

Saturday January 25th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Until 4 A.M. Cloudy with mist and fog. Calm.

J. B. Lusby
Lieut Commander U.S.N.

From 4 to 8 A.M. Clear, misty, Calm. Received in Pay Department following fresh provisions for issue to Crew. 105 lbs Beef, 105 lbs Vegetables, 84 lbs Bread.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M to Meridian. Clear and pleasant. Calm and light airs to gentle breeze from N.W. by W. Barometer rising then steady. Sent Aboard 2nd Battery fighting Crew in Steam Launch for Target practice in 3rd Cutter. Expended in Ordinance Depot 45 Shot Cartridges.

Jos Jordan
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear, first half Cloudy last half. Light to gentle breeze N.W. by W. Sent Aboard Liberty party of men and boys on Shore. Barge returned at 4 P.M.

J. B. Lusby
Lieut Commander U.S.N.

From 4 to 8 P.M. Overcast and Cloudy. Light airs to light breeze from N.W. by W. to N.W. Barometer rising then Steady. At 4.45 went to Quarters and turned in Steam Launch. Received on board in Pay Department 2500 gallons fresh water for drinking purposes.

Jos Jordan
Lieutenant U.S.N.

From 8 P.M to Midnight. Overcast. Light airs from S.E. first hours. Calm rest. Watch Theatre party returned. A.B. [illegible] Ordinary Seaman returned from leave.

J. B. Lusby
Lieut Commander U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Moored to Naval Academy Wharf Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stations of the Sun
A. M.																	
1				E.N.E	Calm	0			30.10	44	34	31		o c	Cum Nimb	0	
2				"	"	0			30.10	44	34	32		"	"	0	
3				"	N.N.W	1			30.10	43	38	34		b c	"	3	
4				"	"	1			30.12	42	36	35		o c	"	0	
5				"	Calm	0			30.12	42	39	38		"	"	0	
6				"	N.N.W	0-1			30.18	43	39	37		"	"	0	
7				"	"	0-1			30.15	44	39	37		b c m	"	1	
8				"	N W	1			30.17	42	39	37		o c m	Cum Nimb	0	
9				"	"	3			30.17	48	39	37		b c	Cum Str	4	
10				"	"	3			30.16	46	40	39		"	"	7	
11				"	"	3			30.17	45	42	40		"	"	3	
Noon.				"	"	3			30.17	45	43	40		"	"	3	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 100 gallons.

Water during the preceding 24 hours, 2500 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, 480 lbs.

Coal remaining on hand at Noon, 85 " 337 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	Stations of the Sun
P. M.																	
1				E.N.E	N.N.W	4			30.15	41	44	40		b c m	Nimb Cum	1	
2				"	"	5			30.14	46	44	40		"	"	0	
3				"	N.N.W by N	5			30.13	46	44	40		"	"	5	
4				"	"	5-6			30.11	46	44	40		"	"	6	
5				"	W.N.W	4			30.12	46	44	40		"	"	8	
6				"	"	2-3			30.12	46	44	40		"	"	4	
7				"	"	1-0			30.15	45	41	39		"	"	4	
8				"	N.W	2			30.15	45	41	39		"	"	3	
9				"	"	2			30.15	45	41	39		"	"	4	
10				"	"	2			30.16	45	40	38		"	"	6	
11				"	"	4			30.16	44	38	35		b	"	10	
Mid.				"	"	3			30.12	44	38	35		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday January 26th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather cloudy. Calm to light airs from N.N.W. Barometer rising.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy misty. Calm and light airs from N.N.W. to W. by N. Barometer rising. Received on board in Department of Supplies and Accounts 705 lbs. Each fresh beef and veg. Rabbits and 8 lbs. fresh bread.

J. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Meridian. Cloudy. Gentle breeze from N.W. At 9.30 Commanding Officer inspected Ship and Crew at quarters. Sent parties of men and boys to Roman Catholic and to Chapel in the Yard.

J.B. Luby,
Lieutenant U.S.N.

From Meridian to 4 P.M. Weather cloudy clearing toward end of watch. Barometer falling. Moderate to fresh breeze from N.W. and N.W. by N. Liberty party of apprentices ashore from 1.15 to 4 P.M.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M. Cloudy. Calm to moderate breeze from N. & and W.

J.B. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight. Weather clear. Light to moderate breeze from N.W. Barometer steady.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Orbs.	State of the Sea
A. M.																	
1				E N E	N W	2			30.18	41	57	35		b c	b Cum	8	
2				"	N N W	5			30.13	41	36	34		"	"	9	
3				"	"	4			30.13	39	35	33		"	"		
4				"	"	4			30.13	39	35	33		"	Cirrus	6	
5				"	"	4			30.13	39	34	33		"	"	7	
6				"	"	4 6			30.13	38	35	33		"	"	3	
7				"	"	4 6			30.14	38	34	31		f c g	"	6	
8				"	"	4 6			30.15	37	34	32		"	Cirrus	1	
9				"	"	5 6			30.16	37	34	31		"	Cirrus	2	
10				"	"	5 6			30.16	38	34	31		"	"	6	
11				"	"	5 6			30.16	39	34	31		"	"	6	
Noon.				"	"	5 6			30.15	39	36	33		"	"	7	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.:
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '
- Error of the Compass by Azimuth ⊙ observed at , ship's head ° '
- Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at Noon, 83 " 1140 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Orbs.	State of the Sea
P. M.																	
1				E N E	N W	4 5			30.14	42	37	34		f c g	Cirrus	4	
2				"	"	4 5			30.10	42	37	34		"	"	4	
3				"	W N W	4 5			30.10	40	38	34		"	"	4	
4				"	N W	4 6			30.09	41	38	34		"	"	3	
5				"	"	5			30.11	40	38	38		f c	"	5	
6				"	"	2			30.12	39	36	32		"	"	1	
7				"	"	2 3			30.12	37	35	32		"	"	1	
8				"	"	2			30.12	37	34	32		"	"	1	
9				"	W N W	1			30.15	36	32	30		"	"	9	
10				"	"	1			30.16	35	32	30		"	"	9	
11				"	"	2			30.17	34	32	30		"	"	9	
Mid.				"	"	3			30.17	33	31	29		"	"	9	

4—26

under the command of Commander E. T. Strong, U. S. Navy,

Monday, January 27th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear to cloudy and cool. Clouds from the N.W. Stiff to Moderate N.W. by W. breezes. Moonlight.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Cloudy and generally Moderate to fresh breeze from N.W. Carried out morning orders. Liberty men returned. Received on Requisition and Requisition and Requisition and

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

Moored to Naval Academy Wharf, Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at/d.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direc. of Clouds from the Ship in Miles	State of the Sea
A. M.																	
1				E N E	N W	2			30.17	32	29	28		b	⌒	10	
2				"	"	2			30.16	31	29	27		"	⌒	10	
3				"	"	3			30.16	31	29	27		"	⌒	10	
4				"	"	3			30.16	31	29	27		"	⌒	10	
5				"	"	0.1			30.18	30	27	26		"	⌒	10	
6				"	"	1.2			30.19	30	27	26		b c	St Cum	9	
7				"	"	2			30.21	30	27	25		"	"	8	
8				"	"	2			30.24	30	27	26		"	"	8	
9				"	W N W	2			30.28	33	30	28		"	"	8	
10				"	"	2			30.32	36	33	30		"	"	8	
11				"	N W	3			30.37	39	36	31		"	"	8	
Noon.				"	"	4			30.32	41	38	32		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon :
- Latitude by D. R. ° ' "
- Longitude by D. R. ° ' "
- Latitude by observations of ⊙ ° ' "
- Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.
- Latitude by ° ' "
- Longitude by ° ' "

Position at 8 P. M.
- Latitude by ° ' "
- Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, 1 tons, 116 lbs.

Coal remaining on hand at Noon, 82 " 1571 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at/d.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direc. of Clouds from the Ship in Miles	State of the Sea
P. M.																	
1				E N E	N W	3 4			30.30	39	39	34		b	⌒	10	
2				"	N W	3 4			30.30	39	39	34		"	⌒	10	
3				"	"	3 4			30.26	40	41	36		"	⌒	10	
4				"	"	4			30.26	39	41	36		"	⌒	10	
5				"	W N W	3			30.25	42	41	36		b c	Cum	8	
6				"	West	1			30.25	41	39	36		"	"	7	
7				"	"	1			30.24	41	34	34		b	⌒	10	
8				"	W N W	1			30.25	38	34	32		"	⌒	10	
9				"	Calm	0			30.25	37	30	30		b c m	Cum	8	
10				"	"	0			30.25	35	30	30		"	"	4	
11				"	"	0			30.25	35	29	29		b m	"	10	
Mid.				"	"	0			30.25	34	29	29		b c m	"	7	

4—26

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday January 28th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and Wds & Th A.M. Clear and cold. Light & gentle N W by W breeze. Steady barometer. Bright moonlight.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Weather clear and cold. Light airs to light breeze from N W. Barometer rising. R. Carpenter (Appr 3 class) was brought on board by the Master Guard of the Station and was placed under Master at Arms charge for safe keeping. W.B. Mattby, E. Durand, H. Fuller M. Burnett and F. Medlock (Appr 3 class) were confined to the Master Deck on bread and water from all hands in the morning till tattoo make at night by order of Commanding Officer. Received and Issued Dept of Supplies and Provisions 105 lbs beef, 105 lbs vegetables and 8 lbs bread.

W.B. Whittlesey
Lieut Commd U.S.N.

From 8 A.M. to Meridian Clear and cool. Gentle to moderate breeze from W.N.W. to N.W. At 9.30 had quarters for inspection and muster. Steward and order division and fifteen not having turned had rifle and revolver target practice at old Naval Proving Ground. 1st and 2nd Division were mustered at Naval Academy gymnasium. 3rd division was ordered aboard Swatara. Small guard 4th Division at Bugle Stick and after Powder at Signal. R. Carpenter was released from the Master at Arms charge, restored to the ship and to Appr Quarters on bread and water for leaving a firing party and the ship and getting aboard by order of the Commanding Officer. Lieut Commander F.M. Wise U.S.N. and P.A. Surgeon C.B. Fitch U.S.N. warned from leave of absence. Tested Magazine flood cocks and found them in working order.

R.T. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Clear and cool. Gentle to fresh breeze from N W to N W. Engaged in small arm target practice. Furnished working party with Marines and Boatmen. Got on fresh water from yard.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Clear to cloudless. Light N W airs. Moonlight.

R.T. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight. Clear, hazy around horizon. Steady barometer. Calm. Bright moonlight.

Examined and found to be correct.

L. McNamee
Ensign U.S.N.

John Guibaud
Lieut Commd U.S.N. Navigator.

4—20.

LOG of the UNITED STATES Ship Essex 3rd Rate,

Moored to Neal Academy Wharf Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in Tenths.	States of the Sea.
A. M.																	
1				E.N.E	Calm	0			30.26	34	39	37		b		10	
2				"	"	0			30.26	34	38	37		"			
3				"	N.N.W	1			30.25	33	37	37		"	"	10	
4				"	"	1			30.25	32	37	36		"			
5				"	Calm	0			30.24	31	36	36		"	Cum	10	
6				"	"	0			30.24	31	36	36		"	"	8	
7				"	"	0			30.24	31	37	36		"	"	8	
8				"	"	0			30.26	31	30	37		"	"	8	
9				"	S.W	0.1			30.26	31	30	29		"	"	8	
10				"	Calm	0			30.27	31	30	29		"	"	8	
11				"	Squalls	0.1			30.28	43	40	35		b m	"	10	
Noon.				S.E	S.S.E	0.1			30.28	41	41	39		"	"	10	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Latitude by observations of ⊙ ° ' "

Longitude by chronometer from Forenoon Observations of ⊙ ° ' "

Position at 8 A. M.: Latitude by ° ' "

Longitude by ° ' "

Position at 8 P. M.: Latitude by ° ' "

Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Error of the Compass by Azimuth ⊙ observed at , ship's head ° '

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ' variation used, ° '

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 2 tons, 206 lbs.

Coal remaining on hand at Noon, 79 " 437 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in Tenths.	States of the Sea.
P. M.																	
1				Sby E	Sby E	2			30.44	63	43	41		f c m	Cum	8	
2				S.E	"	1			30.44	63	45	41		"	"	8	
3				"	"	1			30.44	68	46	42		"	"	9	
4				South	South	2			30.41	73	44	41		"	"	8	
5				Sby W	"	1			30.41	75	43	40		"	"	8	
6				S W by S	"	1			30.41	72	40	38		"	"	7	
7				S.W	"	1			30.43	41	39	38		"	"	4	
8				North	"	1.0			30.43	42	39	38		"	"	5	
9				"	Calm	0			30.43	42	39	38		"	"	4	
10				N by E	South	1.2			30.22	41	38	37		"	"	7	
11				N E by E	"	1			30.22	41	38	37		f c m	"	7	
Mid.				E by N	Calm	0			30.22	41	37	37		"	"	6	

under the command of Commander E. D. Taussig, U. S. Navy,

Wednesday, January 9th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Clear and cold, bright moonlight. Calm and light airs from N. N. W. Barometer steady.

J. H. Jordan
Lieut. Commander U.S.N.

From 4 to 8 A.M. Clear and cold. Moonlight. Calm. Received in Pay Department for issue to crew following fresh provisions: 105 lbs beef, 105 lbs vegetables and 84 lbs bread. By order of Commanding Officer, placed on report from hammocks to Pope Leon at 4 A.M. Wm Read and Wm E. Schreiber (App. 3 Class) for smoking cigarettes at 5.30 started fires under boilers A. C. and D.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Calms & light variable airs. Steady barometer. Engaged fleet boxer in unmooring ship. Had quarters at 9.30 A.M. at 10.45 cast off lines and steamed out from dock. Took down secure Boxer and at 11.15 anchored at South Western Triangle buoy and made preparations for stationary battery practice. Draft forward 17 ft. 6 in. Aft 16 ft. 11 3/4 fathoms water and 15 fathoms chain at hawse pipes. Average steam pressure, 55. Revolutions 83. Ballast fires.

L. M. Nauman
Ensign U.S.N.

From Meridian to 4 P.M. Clear and pleasant. Light airs to light breeze from S by E to South. Barometer steady then falling. Engaged in target practice. Stationary. Expended in target practice 55 - 4 in. charges plunk and fuzed shell and 12 - 6 Pdr. charges, primers and fuzed shell.

J. H. Jordan
Lieut. Commander U.S.N.

From 4 to 8 P.M. Clear and pleasant. Light S by W airs. Steady barometer. Finished firing for the day. Sent steam launch to dock to secure for night.

L. M. Nauman
Ensign U.S.N.

From 8 P.M. to Midnight. Clear and pleasant, light moonlight, heavy dew. Calm and light airs from S. Barometer steady. Nothing to report.

J. H. Jordan.
Lieut. Commander U.S.N.

Examined and found to be correct.

John Hubbard
Lieut. Commander U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship "Essex" 3rd Rate,

At Anchor in the Severn River off Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeways.	BAROMETER. Height in inches.	Ther. at'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Progress of Clear Sky, in tithes.	Standard Time Sun
A. M.																	
1			Flood	S.S.E	Calm	0			30.21	39	35	35		fcw	Cu Cum	5	
2	0	4	"			0			30.21	39	34	34		"	"	6	
3	0	0	.	South	West	1			30.20	39	34	34		"	"	7	
4	1	0	.	S.S.W	W.N.W	1-2			30.20	39	36	35		"	"	7	
5	—	—	—		.	2			30.20	39	36	35		fcmw	Cum	6	
6	—	—	—	S.W	.	1-2			30.20	37	36	35		"	"	6	
7	0	2	Ebb	N by E	.	2			30.20	40	38	37		fcm	"	5	
8	0	0	.		.	1			30.21	41	37	36		"	"	5	
9			.	N by W	S.S.W	1-0			30.24	41	39	37		"	"	8	
10			.	North	N.W	1-0			30.28	68	45	43		"	"	9	
11			.	N by W	"	1-0			30.27	66	45	43		"	"	9	
Noon.			.	"	"	1-0			30.27	66	50	46		"	"	8	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon: Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Latitude by observations of ⊙ ° ′ ″

Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 2 tons, 17 25 lbs.

Coal remaining on hand at Noon, 76 " 975 "

P. M.																	
1			Flood	S.S.E	N.W	1			30.23	66	50	46		fcm	Cirus Cum	7	
2				S.W	.	3			30.28	64	49	46		"	"	6	
3				S.S.W	.	3			30.27	63	51	46		"	"	8	
4				W by S	.	3			30.27	63	51	46		"	"	7	
5		4	Ebb	N.W	.	2			30.28	58	53	48		"	Cirus	4	
6			.	N by W	.	0-1			30.40	58	53	47		"	Cum	1	
7			.	N by E	N.E by E	2			30.30	50	47	45		0 c m	"	0	
8			.	North	N.E	3-2			30.29	45	43	42		"	"	0	
9	0	2	.	"	.	2			30.30	44	43	41		fcm	"	2	
10	0	6	.	N by E	.	3			30.31	42	41	40		"	"	3	
11	0	7	.	N.E	E by E	2			30.32	41	40	39		"	"	3	
Mid.	0	8	.	"	N.E by E	1-2			30.32	42	40	39		"	"	5	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, January 30th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 2nd Watch 4 A.M. Fair to clear and damp. Calm first half. Light airs to light breeze from West to W.N.W last half. Scarcely any tide perceptible.

J. T. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M. Hazy and Cool, Light & moonlight. Light to gentle breeze from W.N.W. Steady Barometer. Furled and Swinging to E&E at 7 O'Clock.

L. M. Mauney
Ensign U.S.N.

From 8 A.M to Meridian Pleasant and hazy. Calm and light airs from N.W. Shifting to N.W. Barometer Steady. Riding to E&E Current. Engaged in Preliminary target practice with Secondary battery. Expended in Ordnance Department 162 6 Pdr. Charges, Primers & fuzed & loaded Common Shell, and 20, 1 Pdr charges, primers and fuzed & loaded Shell. Received on board in Department of Provisions and Accounts, 105 lbs Each fresh beef and Vegetables and 84 lbs fresh Pork. Strength of Current 0.4 Knots N.W.

J. H. Jordan.
Lieutenant U.S.N.

From Meridian to 4 P.M. Clear and pleasant. Light airs to gentle breeze from N.W. Continued target practice with Secondary battery. Expended 80 rounds 6 pdr and 60 rounds 1 pdr Ammunition.

J. T. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and pleasant first part of watch, cloudy latter part. Light airs from N.W shifting to E by S and N.E. and increasing to a moderate breeze. Barometer falling.

J. H. Jordan
Lieutenant U.S.N.

From 8 P.M to Midnight Cloudy to fair, hazy. Gentle to moderate breeze from N.E first half, falling to light breeze and light airs from E&N E and E by S last half. Light E&E Mist

J. T. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N. Navigator.

4-26

LOG of the UNITED STATES Ship Essex 3rd Rate,

At Anchor in the Severn Roger off Annapolis Md.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Engs. of Clear Sky, in tenths.	Stations of the Sun.
A. M.																	
1				E N E	N E by E	2			30.33	42	39	38		b c m	Cirr Cumu	3	
2				East	"	2			30.33	40	37	37		"	"	3	
3				S E by E	East	2			30.33	40	37	37		"	"	3	
4				S E	E N E	2			30.32	39	37	35		"	"	4	
5					"	2			30.32	39	36	35		"	"	3	
6				E N E	"	2-3			30.35	39	36	35		"	"	2	
7				N E	"	2			30.36	39	37	36		o c m	Strm	0	
8				N N E	"	2			30.37	40	37	35		"	"	0	
9				N by E	East	2			30.39	39	37	36		"	"	0	
10					"	1-2			30.60	59	37	36		"	"	0	
11					N N E	2			30.66	59	37	36		"	"	0	
Noon.					"	1-2			30.64	59	39	37		f o m	"	2	

Course and distance made good since preceding noon by observations, knots, tenths.

Position at Noon:
- Latitude by D. R. ° ′ ″
- Longitude by D. R. ° ′ ″
- Latitude by observations of ⊙ ° ′ ″
- Longitude by chronometer from Forenoon Observations of ⊙ ° ′ ″

Position at 8 A. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Position at 8 P. M.:
- Latitude by ° ′ ″
- Longitude by ° ′ ″

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Error of the Compass by Azimuth ⊙ observed at , ship's head ° ′

Deviation of the Compass by Azimuth ⊙ observed at , ship's head ° ′ variation used, ° ′

Water expended during the preceding 24 hours, 700 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 3 tons, 2035 lbs.

Coal remaining on hand at Noon, 72 " 1152 "

P. M.																	
1				East	N N W	1-0			30.36	41	39	37		o c m	Strm Cumu	0	
2					N E	1			30.32	42	45	41		"	"	0	
3						0-1			30.32	44	44	41		"	"	0	
4				W by S	S S E	1-0			30.32	42	40	38		"	"	0	
5				W S W	Calm	0			30.30	44	40	38		"	"	0	
6				"	"	0			30.30	43	40	38		o c m d	"	0	
7				"	"	0			30.31	43	41	38		o c d	"	0	
8				"	"	0			30.31	43	41	38		"	"	0	
9				"	"	0			30.31	43	41	38		"	"	0	
10				"	"	0			30.29	42	40	39		"	"	0	
11				"	S S E	1-2			30.25	41	39	38		"	"	0	
Mid.				"	"	3-4			30.23	41	39	38		o c	"	0	

Under the command of Commander E. T. Strong, U. S. Navy,

Friday January 31st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M. Weather fair, misty about horizon. Light breeze from N E by E to N E. Barometer steady. Sat 7 O Clock Swing to flood tide.

W B Whittelsey
Lieut Commander U.S.N.

From 4 to 8 A.M. Pleasant and hazy first part of watch. Cloudy latter part. Light to gentle breeze from E by E. Barometer rising. Paymr's Clk W. J. Smith (Appd 3rd Class) ranked C. H. Clover (Appd 3rd Class) under charge of Master at Mare to await investigation of Comdt, using abusive language to Petty Officer.

J J Jordan,
Lieut Commander U.S.N.

From 8 A.M. to Meridian. Cloudy and hazy. Light airs to light breeze from East to N N E. At 9.15 got underway and steamed back and forth between large and straight buoys. Held morning target practice with both Main and Secondary batteries. Expended 30 rounds of 4 inch Ammunition and 18 rounds of 6 for Ammunition.

J. B. Luby
Lieut Commander U.S.N.

From Meridian to 4 P.M. Weather overcast and cloudy with light airs from N W to S W to S E. Barometer falling. At 12.10 finished morning target practice and at 12.16 anchored near triangle buoys in 3½ fathoms coal to, with 15 fathoms on port Chain. Ranked fires at 1.30 got underway and stood in for Annapolis Roads. In warping into the dock carried away 4 inch Hawser and touched on edge of sledged south wharf dock. At 3.50 secured with dock chains to Sawyer's Wharf.

W B Whittelsey
Lieut Commander U.S.N.

From 4 to 8 P.M. Overcast and hazy with light drizzling rain last three hours. Calm. Finished securing the ship. Let fires die out in boilers. Cleaned 4 boilers. Put fire in boiler A for heating ship.

J. B. Luby,
Lieut Commander U.S.N.

From 8 P.M. to Midnight. Weather overcast and cloudy. Calm, light airs to moderate breeze East two hours. Barometer falling. Rec'd No. 4 Light House tender "Maple" Came in and went alongside the Pier to haul fires under boiler A for heating Ship.

W B Whittelsey
Lieut Commander U.S.N.

Approved.

E. T. Strong
Commander U.S.N. Commanding.

Examined and found to be correct.

John Hubbard
Lieut Commander U.S.N. Navigator.

4—26

